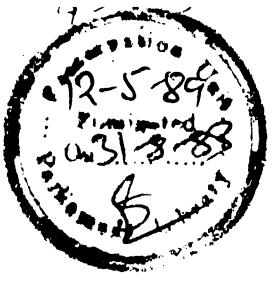

PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME IX, 1951

(7th August to 21st September, 1951)

Fourth Session

of the

PARLIAMENT OF INDIA

1951

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CORRIGENDA

In the Parliamentary Debates (Part 1—Questions and Answers) Fourth Session of Parliament,—1951,

In Volume IX,—

1. No. 7, dated the 16th August, 1951,—

कालम ३३०, पंक्ति १०, "क्या माननीत कृपा" के स्थान पर "क्या माननीय मंत्री जी कृपा" पढ़ें ।

2. No. 8, dated the 17th August, 1951,—

(i) Col. 376, line 14 from bottom *for* "and" *read* "any".

(ii) Col. 380, *delete* the existing line 13 and between lines 15 and 16 *insert* new line "subject. The Central Tractor Organisation".

(iii) Col. 381, *for* the existing line 18 from bottom *substitute* the new line "ture (Shri K. M. Munshi): (a) It is".

3. No. 12, dated the 22nd August, 1951,—

کالم ۵۳۰، آخیر سے سطر ۱۴ ,, آخر ,, کی بجائے ,, آفر ,, پڑھیں ۔

4. No. 13, dated the 23rd August, 1951,—

(i) कालम ६०२, पंक्ति १८ "निपति" के स्थान पर "नियति" पढ़ें ।

(ii) Col. 612 *for* the existing line 4 from bottom *read* "July-December, 1951—January-June".

5. No. 16, dated the 28th August, 1951,—

(i) Col. 723, line 12 for the figures "-14,86" *read* " 14,86".

(ii) Col. 727, line 8 *for* the figures "88,87" *read* "88,872".

6. No. 19, dated the 31st August, 1951,—

कालम ८५०, पंक्ति ४ "मंशी" के स्थान पर "मन्त्री" और नीचे से पंक्ति १७ "और के खिलाफ़" के स्थान पर "और उस के खिलाफ़" पढ़ें ।

7. No. 20, dated the 3rd September, 1951,—

कालम ८९१ नीचे से पंक्ति ४, "उपया" के स्थान पर " रुपया" पढ़ें

8. No. 22, dated the 5th September, 1951,—,

Col. 1014, line 15 *for* the figures "36,00,000" *read* "35,00,000".

9. No. 24, dated the 7th September, 1951,—

(i) Col. 1115, line 8 *for* the words "Laid on the Table" *read* "House".

(ii) Col. 1116, line 25 from bottom *for* "word" *read* "work".

(iii) Col. 1119, transpose the existing lines 7 and 15.

10. No. 29, dated the 15th September, 1951,—

(i) Col. 1327 from bottom line 6 *for* "Teteorotogical" *read* "Meteorological"., and line 7 *for* "in 3 : 2" *read* "is 3·03".

(ii) Col. 1336, line 2 from bottom *for* "convering" *read* "covering".

(iii) Col. 1343, line 7 from bottom *for* "by" *read* "to".

11. No. 30, dated the 17th September, 1951,—

Col. 1400, line 11 from bottom *for* "RECON-" *read* "Re. CON-".

12. No. 31, dated the 18th September, 1951,—

Col. 1434, line 15 *for* "miles" *read* "mills".

13. No. 32, dated the 19th September, 1951,—

(i) Col. 1505, between existing lines 23 and 24 from bottom *insert* new line "being found with money is not".

(ii) Col. 1510, line 13 from bottom *for* "July, 1951" *read* "1st July, 1951".

The Speaker

The Honourable Shri G. V. Mavalankar.

The Deputy-Speaker

Shri M. Ananthasayanam Ayyangar.

Panel of Chairmen

Pandit Thakur Das Bhargava.

Shrimati G. Durgabai.

Shri Prabhu Dayal Himatsingka.

Sardar Hukam Singh.

Shri Manilal Chaturbhai Shah.

Secretary

Shri M. N. Kaul, Barrister-at-Law.

Assistants of the Secretary

Shri A. J. M. Atkinson.

Shri. N. C. Nandi.

Shri D. N. Majumdar.

Shri C. V. Narayana Rao.

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs—The Honourable Shri Jawaharlal Nehru.

Minister of Education—The Honourable Maulana Abul Kalam Azad.

Minister of Home Affairs—The Honourable Shri C. Rajagopalachari.

Minister of Defence—The Honourable Sardar Baldev Singh.

Minister of Labour—The Honourable Shri Jagjivan Ram.

Minister of Health—The Honourable Rajkumari Amrit Kaur.

Minister of Law—The Honourable Dr. B. R. Ambedkar.

Minister of Works, Production and Supply—The Honourable Shri N. V. Gadgil.

Minister of States, Transport and Railways—The Honourable Shri N. Gopalaswami Ayyangar.

Minister of Commerce and Industry —The Honourable Shri Hare Krushna Mahtab.

Minister of Food and Agriculture—The Honourable Shri K. M. Munshi.

Minister of Natural Resources and Scientific Research—The Honourable Shri Sri Prakasa.

Minister of Finance—The Honourable Shri Chintaman Dwarkanath Deshmukh.

Ministers not in the Cabinet

Minister for the purposes of agreement between the Prime Ministers of India and Pakistan of the 8th April, 1950—The Honourable Shri C. C. Biswas.

Minister of State for Transport and Railways —The Honourable Shri K. Santhanam.

Minister of State for Information and Broadcasting—The Honourable Shri R. R. Diwakar

Minister of State for Parliamentary Affairs—The Honourable Shri Satyanarayan Sinha.

Minister of State for Rehabilitation—The Honourable Shri Ajit Prasad Jain.

Minister of State for Finance—The Honourable Shri Mahabir Tyagi.

Deputy Minister of External Affairs—Dr. B. V. Keskar.

Deputy Minister of Commerce and Industry—Shri Dattatraya Parashuram Karmarkar.

Deputy Minister of Defence—Major General Himatsinhji.

Deputy Minister of Works, Production and Supply—Shri S. N. Buragohain.

Deputy Minister of Food and Agriculture—Shri M. Thiramala Rao.

Deputy Minister of Communications—Shri Raj Bahadur.

GIPD—US—235-PSD—18-12-52—450.

THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

PARLIAMENT OF INDIA

Monday, 3rd September, 1951

The House met at Half Past Eight of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

PRODUCTION OF GAS FROM COW-DUNG

***701. Shri Raj Kanwar:** Will the Minister of **States** be pleased to state:

(a) whether it is a fact that the Osmania University has carried out certain experiments for the production of gas for light, fuel and heating purposes from cow-dung; and

(b) if so, what stage have the experiments reached and with what result?

The Minister of States, Transport and Railways (Shri Gopalaswami): (a) and (b). A firm in Bombay has manufactured a machine with which the Osmania University has been experimenting in order to assess its potentialities for use in rural areas.

Shri Raj Kanwar: Sir, if these experiments are promising and are likely to yield fruitful results, do Government propose to carry on further experiments in their own laboratories?

Shri Gopalaswami: If they promise to yield fruitful results, Government will take further steps.

Seth Govind Das: What has been the result of these experiments so far? Have Government received any report with respect to these experiments?

Shri Gopalaswami: It is a matter entirely within the cognizance of the Osmania University. We have no direct contact with them about it.

PROCUREMENT OF FOODGRAINS

***702. Shri Sidhva:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of foodgrains procured during the current year so far in various States, State-wise;

(b) the procurement target fixed for each State;

(c) whether any State or States have lagged behind in procuring the target quantity; and

(d) whether Government intend to take any steps against a State which lagged behind in procuring the required quota?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) and (b). A statement showing the procurement target of each State for 1951 and the quantity procured by each upto 28-7-1951 is placed on the Table of the House. [*See* Appendix V, annexure No. 12.]

(c) and (d). It will be seen that in the case of Punjab, P.E.P.S.U., Travancore-Cochin, Rajasthan and Coorg the quantity procured is less than the pro-rata share of the target for seven months. This does not however mean that these States are lagging behind. Procurement is not a uniform process, there are peak periods as well as slack periods and these States are expected to make up the shortfall during the remaining months of the year

Shri Sidhva: The hon. the Deputy Minister has referred to Punjab and P.E.P.S.U. which are the centres where procurement is usually up to the mark. May I know the reason why Punjab has only procured 197 thousand tons as against the target of 378 thousand tons and P.E.P.S.U. 77,000 tons against 162,000 tons?

Shri Thirumala Rao: The conditions prevailing in Punjab and P.E.P.S.U. are similar. On account of late crop and also decontrol of gram for some time procurement was low. Now gram is not allowed to be controlled. We hope that Punjab will make up its target.

Shri Sidhva: Does the hon. Minister think that by the end of the agricultural year—I mean November—all this will be made up? Is Government going to take any steps in this direction?

Shri Thirumala Rao: We hope it will be made up by the end of December 1951.

Shri J. N. Hazarika: May I know to what extent procurement has been obstructed by the calamities in the State of Assam?

Shri Thirumala Rao: In Assam the target was 92 thousand tons; the actual procurement was only 63·5 thousand tons.

Shri Damodara Menon: May I know whether Government are able to enforce any uniform policy in regard to procurement in all the States.

Shri Thirumala Rao: Yes, subject to variations of local conditions in the various States.

Seth Govind Das: Are separate accounts kept for *rabi* as well as *kharif* procurement—or they are all one.

Shri Thirumala Rao: They are generally kept: when we want total figures we add them up.

Shri Bharati: May I know which State has secured the best results in the matter of procurement?

Shri Thirumala Rao: The hon. member can make his own deduction from the statement laid on the Table. It is invidious to give any certificate to any State.

Shri Bharati: I hope the hon. Minister has studied the statement, so that he may draw the attention of the States which are lagging behind. I have not got the statement before me.

Shri Thirumala Rao: I can assure my hon. friend that I have studied the statement. For a target of 350,000 tons West Bengal has procured 317,000 tons; Madras has procured 669 thousand tons as against a target of 1,068 thousand tons.

Mr. Deputy-Speaker: Probably the percentage is not shown in the statement.

Seth Govind Das: Is the target of *rabi* and *kharif* both equal in the provinces where the procurement has been according to the target, or there has been less in *kharif* and more in *rabi*?

Shri Thirumala Rao: I want notice of that question.

Shri A. C. Guha: May I know whether a procurement enquiry committee was set up by the Government of West Bengal and if so whether that committee has recommended any revised plan of procurement?

Shri Thirumala Rao: I am not aware of any procurement enquiry committee set up by the Government in West Bengal. With regard to the prices of foodgrains in Bengal a small committee was set up.

Lala Achint Ram: Last year in spite of so many calamities like floods and locusts procurement in the Punjab was up to the target. What is the reason why the target has not been achieved this year?

Shri Thirumala Rao: These are the figures ending with the recent crop. Last year's calamities had their effects on recent crops also.

Thefts on Railways

***703. Shri Sidhva:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a number of complaints have been made about thefts of passengers' baggages on the Saurashtra and Gujerat Mails between Bombay and Ahmedabad to the Railway authorities;

(b) the number of such thefts in 1949, 1950 and 1951 and in how many cases reports were made and thefts detected;

(c) whether it is a fact that in upper classes, although the doors and windows were bolted, thefts of passengers' baggages and other articles have taken place; and

(d) what steps Government propose to take to prevent such thefts?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes, the B. B. and C. I. Railway have received a few complaints.

(b) A statement is laid on the Table of the House detailing the information requested.

(c) Government have no such information.

(d) Armed escorts have been provided on these trains and policemen in plain clothes have also been deputed to petrol them as frequently as possible.

STATEMENT

Year	Gujerat Mail			
	Upper Class		Lower class	
	Reported	Detected	Reported	Detected
1	2	3	4	5
1949 . .	8	1	22	7
1950 . .	23	..	28	10
1951 . . (upto 27th July)	..	..	23	2

Year	Saurashtra Mail			
	Upper Class		Lower Class	
	Reported	Detected	Reported	Detected
1	6	7	8	9
1949 . .	3	1	25	7
1950 . .	2	..	38	13
1951 . . (upto 27th July)	2	1	10	2

Shri Sidhva: From the statement it appears that in 1950 out of 51 cases reported in the Gujerat Mail, only 10 were detected. May I know the reason for this. Is the detecting staff inefficient or not sufficient? There are constant complaints in Bombay in the matter of thefts in this train. May I know whether Government have taken any effective steps to check them?

Shri Santhanam: It is obviously impossible that all thefts could be detected. If so, there would be no crime in the country.

Shri Sidhva: That is no answer.

Shri Santhanam: In 1951, for instance, there were no thefts in the upper class. That shows that the position has improved and there is greater vigilance.

Shri Sidhva: In 1951, 23 cases were reported.

Shri Santhanam: They were in the lower class, not in the upper class.

Shri Sidhva: That shows that they have made better arrangements in regard to the upper classes. Have similar arrangements been made in regard to lower classes. There are constant complaints on this matter on the Bombay side. The hon. Minister cannot tell me that there will be no jails or no police.....

Mr. Deputy-Speaker: The hon. member may put a question as to why there is such disparity between thefts in Upper and Lower classes.

Shri Santhanam: In the lower class, people travelling are in millions and crores while there are a few in the upper class. Generally what happens is that when a passenger gets down he, often by mistake, or by design, takes some bundle of some other passenger. Twenty-three cases of theft for a whole year (up to July) is not such a grave event as to cause my friend so much worry.

Shri Bharati: Have cases been reported recently of thefts of passengers' luggage from the Gurad's van?

Shri Santhanam: There have been one or two such cases, but it is not known whether it was stolen at the time it was put in the Guard's Van or it was taken away at the terminal station or at the loading station.

Seth Govind Das: Is it a fact that after putting iron bars in the upper classes thefts have been reduced and if so, do Government propose to put iron bars even in lower classes?

Shri Santhanam: In the lower classes the compartments are so full that the putting of iron bars will be no remedy whatsoever. In the upper classes there are only one or two passengers and there is a chance of somebody coming in by force and committing theft. But in the lower classes there is no question of people stealing by force. It is more a question of negligence.

Seth Govind Das: Do Government propose to put iron bars at least in the lower class ladies' compartments?

Shri Santhanam: They are already there.

Shri Sidhva: My hon. friend Mr. Bharathi's question is not answered. May I know how many packages were stolen from the Brake Van which is directly under the control of the railway authorities?

Mr. Deputy-Speaker: That does not arise out of this question.

Shri Sidhva: This statement relates to passenger coaches. I want to know whether the hon. Minister can supply me figures in regard to these very trains in which things have been stolen from the Brake Van?

Shri Santhanam: Does he want me to give figures for all the Railways for all the trains?

Shri Sidhva: Only this B.B. and C.I. Saurashtra-Gujerat mail.

Shri Santhanam: I have no information.

Shri J. N. Hazarika: May I know how many of the detected cases had been committed by railway employees themselves?

Shri Santhanam: I have no definite information.

Shri Sidhva: What is the result of these detected cases? Were they prosecuted and what has been the result?

Shri Santhanam: All detected cases will automatically be prosecuted. I have not got the result of prosecution.

Shri Sidhva: This sort of replying that "everything will be done automatically" "It is natural" "This would happen" etc. is not quite correct, Sir.

Mr. Deputy-Speaker: I am sorry I have to make an observation. This is not an examination class. The hon. Member had asked a question for which a Statement has been laid on the Table. I have been repeatedly telling the House that whenever questions involving details of statistics or figures are put, Members may add a few more clauses like (a), (b), (c), (d). (e) etc. In this case, the hon. Member could have added the following questions: "What is the number of cases that have been detected?"; "Have any railway employees been involved?" and so on. Instead of putting down such questions, he is expecting the hon. Minister to answer for the whole range of administration. It is not right to create an impression on the floor of the House that the hon. Minister is not answering questions. I am quite anxious that hon. Ministers must be ready with answers for supplementaries flowing out of the main question, but hon. Members should not take the Ministers by surprise by putting questions that do not relate to the main question and thus creating an impression outside that the Ministers are unwilling to answer questions. Mr. Bharathi asked a question as to whether there has been theft of articles from the Brake Van, whereas the main question here is about the Gujerat Mail. So his question does not arise out of the present interpellation. Of course, the Minister is responsible for answering all legitimate questions, but this is not the way hon. Members ought to proceed.

Shri Sidhva: Are we irresponsible, Sir?

Mr. Deputy-Speaker: I have never hesitated to ask hon. Ministers to keep ready with them any amount of information which naturally flows out of the main question and wherever they did not place statements in advance, I have instructed them to place sufficient number of copies in advance so that hon. Members may have enough time. But to take hon. Ministers by surprise and ask them questions which do not arise and trying to make out that they are not ready at all and thus drawing inferences on the floor of the House—I submit this is not proper or fair to Government. Nor is it fair to any hon. Member. (*Interruptions*). Order, please. I have explained it in detail. Next Question.

Shri Sidhva: I want guidance from you. If you don't guide me...

Mr. Deputy-Speaker: I have guided sufficiently. Hon. Member Mr. Sidhva knows English as much as I do. (*Interruption*).

Next Question. I am sorry that a Member of Parliament who has the experience that Mr. Sidhva has should try to interrupt like this.

Shri Sidhva: But he has not answered supplementaries arising out of the question.

Mr. Deputy-Speaker: All I can do is to go to the next Question.

Food Deputations sent Abroad

***704. Shri Sidhva:** Will the Minister of **Food and Agriculture** be pleased to refer to my starred question No. 4886 asked on 5th June, 1951 and state the expenditure incurred on the eight delegations which went abroad in connection with purchase, shipment and inspection of foodgrains and other allied matters?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): Rs. 19,243-6-0 (Complete debits in respect of two recent delegations have not yet been received).

Shri Sidhva: When these delegations go abroad for making purchases, do they fix any specification with the suppliers in regard to quality and if so is there any agency to check at the time of shipment that the goods supplied are according to the specifications?

Shri Thirumala Rao: These delegations are one man or two men delegations. They go to various countries and there they bargain about the various qualities and prices of foodgrains.

Shri Sidhva: I want to know whether any specification is laid down in regard to quality and whether there is any agency to see at the time of shipment that the quality supplied is identical to the specification.

Shri Thirumala Rao: Yes, Sir. There are corporations agreed to by both the parties which appraise the quality of the shipments. They certify that the goods supplied are up to the specified quality and then the shipments are passed.

Shri Sidhva: Is that statement received by the hon. Minister from the other side?

Shri Thirumala Rao: Yes, both sides. Our Agents are there. Our officers and representatives are there at the other end to take charge of the goods delivered to us.

Vanamahotsava

*705. **Shri Kamath:** Will the Minister of **Food and Agriculture** be pleased to state the total expenditure incurred by the Government of India in connection with the *Vanamahotsava* this year?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): The Government of India have so far incurred an expenditure of Rs. 6,500 on the printing of posters for the *Vanamahotsava* during the current year. Some more money will be spent on shields to be presented to prize winners in the States.

Shri Kamath: Has no expenditure been made with regard to the travelling and other allowances of officers, Ministers, Governors and other dignitaries in this connection?

Shri Thirumala Rao: All the States undertake *Vanamahotsava* and debit the expenditure to their own accounts.

Shri Kamath: No information here?

Shri Thirumala Rao: We do not ask for. They do it as part of their normal agricultural activity.

Shri Kamath: Has *Vanamahotsava* come to stay in India? Will it be an annual event in our country?

Shri Thirumala Rao: We hope so.

Seth Govind Das: Are Government aware that last year, though a sufficient number of trees were planted, yet on account of want of care most of them died, and are Government proposing to instruct the different States to have a certain expenditure current throughout the year to save the life of those trees which are newly planted?

Shri Thirumala Rao: According to our information out of three crores of trees planted last year one crore have survived early mortality and they are now being looked after, and the States are taking effective measures to see that the trees planted are tended to and kept alive.

Shri Kamath: What is the estimate of the period required for these trees planted during the last year of *Vanamahotsava* and which are going to be planted in the coming year, to have an appreciable effect upon the climate and upon the prevention of soil erosion etc.? How many years will it take?

Shri Thirumala Rao: It all depends on the tempo of the thing. If large areas are planted with trees, the erosion and other bad effects for want of forests will disappear.

Shri Kamath: Last year, to which Seth Govind Das referred, has any comparative record been maintained of the casualties among the trees planted by Ministers, by Governors, by the President and by others—is there any comparative record?

Shri Thirumala Rao: We have not characterised the trees under Ministers and others.

Shri V. J. Gupta: Has the hon. Minister got any figures to show the number of trees planted in various States and the number of trees still living?

Shri Thirumala Rao: I have stated that three crores of trees were planted of which one crore have survived and we are looking after them.

Mr. Deputy-Speaker: He wants to know Statewise. The hon. Minister has not got the information.

Thakur Lal Singh: Is it not a fact that in Bhopal thousands of trees are cut down from the forests and those that are planted do not survive even for a few months...?

Shri Thirumala Rao: I will make enquiries.

Thakur Lal Singh *rose*—

Mr. Deputy-Speaker: The hon. Minister promises to make enquiries.

Shri Kamath: Does the Minister envisage an *anna mahotsava* also in near future and, if so, when?

Shri Thirumala Rao: That is going on every day!

Shri Kamath: Every day? For whom? Not for the Nation.

Shri Sarangdhar Das: May I know if a check is being kept after the

first year as to the casualties in the second and third year? That is to say, the hon. Minister stated that about one-third of the plants are surviving after the first year. Will a check be kept in the future years, for three or four years, as to the casualties?

Shri Thirumala Rao: In view of last year's experience we have been taking special steps to see that whatever plant is planted is taken care of to see that it does not die.

STATISTICS *re* MOTOR VEHICLES ACCIDENTS

*709. **Shri S. C. Samanta:** (a) Will the Minister of **Transport** be pleased to state whether it is a fact that accident statistics of Motor Vehicles are now collected on quarterly instead of yearly basis?

(b) If so, what are the quarterly statistics in the year 1951?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes.

(b) A statement giving the information that has so far been received is placed on the Table of the House. [*See* Appendix V, annexure No. 13.]

Shri S. C. Samanta: From the statement supplied by the hon. Minister I find that seven States have not as yet supplied the statistics. May I know the reasons why they have not supplied the statistics?

Shri Sondhi: They are busy otherwise!

Shri Santhanam: It will be found that some of the States like Jammu and Kashmir, Saurashtra and Travancore-Cochin have not been accustomed to sending statements. We are trying to induce them to send these statements. In U. P. and West Bengal there has been some delay probably.

Shri S. C. Samanta: May I know what is the experience of Government—whether accidents have increased or decreased in areas where Transport Corporations have been established or transport has been taken over by the State Governments?

Shri Santhanam: The accidents have not been analysed as to whether they have been due to private undertakings or public Corporations or otherwise. But as a matter of fact the accidents are increasing. In 1947-48 the total number was 13,575; in 1948-49 it was 21,433; in 1949-50 it was 23,607. Probably this is due to increase in motor transport or deterioration in the quality of the motor vehicles.

Shri S. C. Samanta: May I know whether the vehicles of which statistics have been given include motor cycles also?

Shri Santhanam: I have no information.

Shri S. C. Samanta: Is Government aware of the number of accidents where the accidents have been due to the wear and tear of vehicles?

Shri Santhanam: All these statistics are compiled by the State Governments. We collect them only from the State Governments and so it is not possible for me to give particulars about particular details.

Shri Amolakh Chand: May I know if the government lorries run by the Defence Department and causing accidents are also included in the statement?

Shri Santhanam: I believe all the accidents in the country are included, or at least sought to be included, in this statement.

Shri Sondhi: Will it not be possible for the Government to make enquiries from the insurance companies regarding the total number of accidents? Because, every motor vehicle has to be insured for third party risk, and without asking every Province complete statistics can be obtained.

Shri Santhanam: There are government vehicles and vehicles under public corporations like the Delhi Transport Authority which are not insured with the companies. In the case of accidents, some accident may not be reported at all to insurance companies. But I am quite willing to consider the suggestion.

Shri B. K. Das: Has Government examined whether the number of accidents has increased in the cities or in the rural areas?

Shri Santhanam: Sir, I have not got the break-up.

Shri Sonavane: May I know whether accidents caused by military vehicles are on the increase or on the decrease?

Mr. Deputy-Speaker: The hon. Minister has already stated that they are also possibly included.

Shri Sonavane: I want to know particularly about military vehicles which go very fast.

Shri Santhanam: I have no separate information.

Seth Govind Das: May I know whether on the whole the accidents have been less or more this year, compared to the previous three years?

Mr. Deputy-Speaker: He gave the information.

Shri Santhanam: As I have pointed out, it was 23,607 in 1949-50 as against 21,433 in 1948-49 and 13,575 in 1947-48.

ASSAM ACCESS ROAD

***710. Shri Jnani Ram:** Will the Minister of **Transport** be pleased to state:

(a) the time when the Assam Access Road was proposed to be constructed;

(b) the time when the work was stopped and the progress so far made;

(c) whether the Government of India desire to include it in the list of National Highways; and

(d) if not, whether Government propose to give any financial aid for its completion?

The Minister of State for Transport and Railways (Shri Santhanam): (a) In 1947.

(b) The work has never been stopped. The first phase work has been completed and the road opened for through traffic. The second stage works of providing permanent bridges (to replace ferries at 6 places) and black topping surface where this does not exist, are in progress.

(c) This road already stands included in the provisional National Highway system as N. H. No. 31.

(d) Does not arise.

Shri Jnani Ram: May I know the road mileage which has been metalled?

Shri Santhanam: I have not got the details of the mileage. The whole thing is metalled, but in certain places it has not been black-topped.

Shri Barman: Is it a fact that this Assam Access Road runs through the hills of Darjeeling and Kalimpong and that it is often times blocked by land slides?

Shri Santhanam: Under the hill portions it is likely.

Mr. Deputy-Speaker: If the land slides are not removed, there will be cause for complaint and if there are land slides, you can complain against nature.

Shri Barman: May I know whether it is a fact that at the time the Railway Bridge was constructed, it was proposed to the authorities to have a roadway by the side of the bridge, so that this hilly portion may be avoided because that is the only life-line to the eastern part of India?

Shri Santhanam: That might be but it is not considered desirable by the Railways to have a combined bridge for road and rail, because it is too costly and once a damage is caused to the bridge, both the road and railway will have to suffer.

Shri Jnani Ram: May I know if the road from Khardihar to Devnagar is non-motorable at present?

Mr. Deputy-Speaker: Is it possible for the hon. Minister to remember every portion of 40,000 miles of road?

Shri J. N. Hazarika: May I know whether the bridges have already been constructed in the Assam Access Road?

Shri Santhanam: I stated that they are being constructed.

Mr. Deputy-Speaker: In the answer it is stated that the second stage of the work of providing permanent bridges and black-topping surface where these do not exist, is in progress.

Shri S. C. Samanta: Is it not a fact that the road was blocked by land slides and it is blocked at present?

Shri Santhanam: I cannot say: I have not got any information.

AERODROMES AND LANDING GROUNDS

***711. Shri Jnani Ram:** Will the Minister of **Communications** be pleased to state:

(a) the places where aerodromes and landing grounds are being constructed during the current year;

(b) the cost of the same; and

(c) the progress so far made?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) In addition to Pashighat where an airstrip has already been provided at a cost of about Rs. 2,97,000, aerodromes and landing grounds are being constructed at Mangalore, Gauhati, Liabari (North Lakhimpur) and Sadiya.

(b) The estimated cost is Rs. 9,82,685/- for Mangalore, Rs. 18,85,000/- for Gauhati, Rs. 1,59,500/- for Lilabari (North Lakhimpur), and Rs. 2,82,000/- for Sadiya.

(c) At Mangalore, the preliminary works are nearing completion and the main construction work will be started very soon. At Gauhati, the work has progressed considerably: the taxi track, apron and residential accommodation have been completed, the runway is almost complete and the hangar is under construction. At Lilabari (North Lakhimpur) and Sadiya, where only fair weather strips are being provided, the strips have already been prepared and the work of laying perforated steel planks is nearing completion.

Shri Jnani Ram: May I know when the work on these ærodromes and landing grounds is expected to be completed?

Rajkumari Amrit Kaur: I think, as far as Mangalore is concerned full details were given in the answer to the question put by Shri Sidhva and as regards Gauhati, the construction is extremely well advanced and we hope to finish it some time during next year.

सेठ गोविन्द दास: क्या माननीय मन्त्री जी को यह बात मालूम है कि कई स्थान ऐसे हैं जहां पर ऐरोड्रोम्स बने हुये हैं, और कुछ कारणों से ऐसे पुराने ऐरोड्रोम्स का उपयोग नहीं हो रहा है, तो क्या गवर्नमेण्ट ऐसे ऐरोड्रोम्स को ठीक रखने के लिये खर्चा कर रही है ?

[Seth Govind Das: Is the hon. Minister aware of the fact that there already exist some aerodromes that are not being utilised due to certain reasons? Are the Government incurring any expenditure for keeping them in serviceable condition?]

राजकुमारी अमृतकौर : अगर आप उन जगहों का नाम देंगे, तो मैं जरूर इसकी छानबीन करवाऊंगी, लेकिन कभी कभी तो ऐसा भी होता है कि एक तो हमारे पास रुपया नहीं होता और दूसरे जिन जगहों में ज्यादा जरूरत होती है उनकी देखभाल पहले करनी पड़ती है ।

[Rajkumari Amrit Kaur: If the hon. Member will supply me the names of such places, I shall certainly have an inquiry made. But in certain cases it so happens that on the one hand we run short of funds while on the other we have to look first to the maintenance of those places which are considered to be more important than others.]

Shri Sondhi: In view of the fact that now the air services are being utilised to send our mail to Jullundur, will the Government consider the question of making that airport an all weather airport?

Rajkumari Amrit Kaur: If the hon. Member will write to me, I shall certainly take that into consideration.

Shri T. N. Singh: With regard to the aerodromes that are being built at three places, are they on the old sites of the aerodromes which existed there already or new sites have been selected and the construction is undertaken *de novo*?

Rajkumari Amrit Kaur: In Gauhati the site that was already there was not found suitable and therefore an adjacent site was selected and the work taken in hand on the new site.

Dr. Ram Subhag Singh: May I know whether the land requisitioned by the Government for the old site would be restored to the original owners of the land?

Rajkumari Amrit Kaur: I would like to have notice of that question. I have not got details with regard to that.

Kaka Bhagwant Roy: May I know whether it is under consideration of the Government to improve the present ærodrome at Patiala, the capital of P.E.P.S.U., a border province?

Rajkumari Amrit Kaur: We have got a tentative plan for ten years. I do not know if Patiala is on that list of mine but there again, whenever requests come, we always take them into consideration

Shri R. K. Chaudhuri: May I know whether the Gauhati airport which was started about two years ago has not yet been completed?

Rajkumari Amrit Kaur: The construction work at Gauhati is very well in hand. The apron and the taxi track have been completed. Surfacing has been done for 75 per cent. of the runway, and hangars and the construction of permanent residen-

tial accommodation has been completed. The wireless transmitting station is expected to be completed during the current year or by the beginning of next year and the construction of a permanent terminal building is also expected to be started during the current year.

Shri R. K. Chaudhuri: We have been told from time to time that it will be completed in six, three and 2 months' time. I want to know when it will be completed.

Rajkumari Amrit Kaur: I do not know if any date has been given but I have not here with me information as to on what date exactly it will be completed. It is hoped that Gauhati aerodrome will be ready some time next year.

Subsidy to Air Transport Companies

***714. Dr. Ram Subhag Singh:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that the Indian air transport companies are given by Government petrol subsidy of nine annas per gallon; and

(b) if so, for how long that subsidy is tenable?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) and (b). Subsidy at the rate of -/9/- per gallon of petrol consumed was granted to Indian air operators in respect of the years 1949-50 and 1950-51. For the period from 1st April 1951 to the 30th September 1951 subsidy has been granted provisionally at the rate of -/6/- per gallon, pending final decision regarding the scale and mode of subsidy.

Dr. Ram Subhag Singh: May I know the total amount of money given as petrol subsidy to the Indian Air companies during the previous financial year?

Rajkumari Amrit Kaur: Up to 31st March 1950, a sum of Rs. 46,50,144 has been paid at nine annas per gallon of petrol. That is for 1949-50. For 1950-51, Rs. 49,48,212 has been paid.

Shri R. K. Chaudhuri: May I know if it is a fact that this grant of subsidy on petrol tax is the only assistance that is given by the Government to the private-owned companies?

Rajkumari Amrit Kaur: All assistance that is legitimate is given to every body including subsidy on petrol.

Shri Sidhva: May I know whether the report of the committee has been considered by the Government and if not, when are they likely to do that in connection with this matter?

Rajkumari Amrit Kaur: The report of the committee has been considered and it is in accordance with that that I have given this information.

Shri Sidhva: The hon. Minister said it was tentative.

Rajkumari Amrit Kaur: It is tentative. In accordance with one of the recommendations, from 1st April 1951 to 30th September 1951, subsidy is being given provisionally at the rate of six annas per gallon. That was one of the recommendations.

Shri Sidhva: What is the Government decision?

Mr. Deputy-Speaker: It is being considered.

Rajkumari Amrit Kaur: Government have not yet taken a final decision because there have been complaints from the companies. We have got a committee and we have got our plans which we are discussing with the companies at the moment.

सेठ गोविन्द दास: पेट्रोल के भाव के अतिरिक्त और किस किस प्रकार की सहायता किस किस कम्पनी को गवर्नमेण्ट की ओर से दी जा रही है ?

[**Seth Govind Das:** Apart from this petrol subsidy what are the other kinds of subsidy that are being given by the Government and to which companies?]

Mr. Deputy-Speaker: This question relates to subsidy on petrol. The question as to what are the other kinds of subsidy does not arise out of this question.

राजकुमारी अमृतकौर: इसके बारे में अगर आप मुझे लिखें तो मैं तफ़सील में आपको बतला दूंगी ।

[**Rajkumari Amrit Kaur:** If the hon. Member will write to me, I shall supply him the details.]

Shri Kamath: With regard to the various Indian Air Transport companies and this subsidy question, what fate has overtaken the Himalayan Aviation Ltd., which did a fairly good job of the night mail service?

Mr. Deputy-Speaker: How does it arise out of this question? The ques-

tion relates to reduction from 9 annas to 6 annas.

Dr. Ram Subhag Singh: May I know how long the provisional arrangement for giving petrol subsidy to the Indian Air companies will continue and whether this will be reduced at any time?

Rajkumari Amrit Kaur: The recommendations are that they should be reduced and a new arrangement arrived at. As soon as we have finished our discussions with the companies, that decision will be taken.

Mr. Deputy-Speaker: Next question.

Shri Kamath: May I submit, Sir, the point of my question was that there are certain reports that that company has been reduced to a freighter service and they have practically gone out of existence. That is why.....

Mr. Deputy-Speaker: The hon. Member will kindly note that this relates only to the petrol subsidy of 9 annas. The hon. Minister's reply is that tentatively they have fixed it at six annas, pending consideration of the report finally. How does the other question arise?

Shri Kamath: From a chartered service, they have been reduced to a freighter service.....

Mr. Deputy-Speaker: The question does not arise.

Shri Sondhi: May I point out, Sir, that the headline is, "Subsidy to Air Transport Companies" and therefore it does include subsidy in any form.

Mr. Deputy-Speaker: The headline is what the office gives in order to enable hon. Members who may not have the time to go through the details. It does not form part of the question. Next question.

FLOUR, RICE AND *Dal* MILLS IN DELHI

***715. Dr. Ram Subhag Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Delhi Civil Supplies and Rationing Authorities are controlling the working of all the flour, rice, and *dal* mills in Delhi State;

(b) if so, when the control was imposed; and

(c) whether those mills are required to pay any license fee and deposit any security money?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) Yes.

(b) With effect from the 16th June, 1951.

(c) Yes. The mills have to pay Rs. 5/- per year as licence fee and to deposit security in accordance with Horse Power on the following basis:

Horse Power	Amount of security
1 to 9	... Rs. 50/-
10 to 20	... Rs. 100/-
Above 20	... Rs. 100/-

Dr. Ram Subhag Singh: What was the object of introducing this control system and may I know whether that object has been achieved?

Shri Thirumala Rao: The object is to avoid black-marketing and to impose an accounting system in these mills to see how much wheat they convert into *atta* and all that. Our information is that it has largely succeeded in plugging black-marketing.

Dr. Ram Subhag Singh: May I know whether any grinding rates have been fixed and whether a time limit has also been fixed to meet the demands of the customers by the mills?

Shri Thirumala Rao: I do not think there is any rate fixed with regard to grinding. About time, I think it is the Factory Act observed in all the mills.

Shri S. N. Das: Since the introduction of this system, has the production in the mills decreased or increased.

Shri Thirumala Rao: I have no information

FOODSTUFFS FROM IRAQ

***716. Dr. Ram Subhag Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Iraq has undertaken to supply India with some foodstuffs; and

(b) if so, what is the quantity of foodstuffs so far received from Iraq?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) No, Sir. In May 1951 a Trade Agreement was concluded between the Government of India and the Royal Iraq Government wherein Iraq agreed to permit the export and India agreed to permit the import of certain foodstuffs. Iraq Government

did not undertake to supply those foodstuffs to India.

(b) A quantity of 40,726 tons of dates have been imported from Iraq since January 1951 to the end of June 1951.

Mr. Deputy-Speaker: We have had a discussion on these dates.

Dr. Ram Subhag Singh: May I know whether these dates have been imported from Iraq in accordance with the terms of that agreement which has been arrived at?

Mr. Deputy-Speaker: That is what he has said.

Dr. Ram Subhag Singh: May I know whether anything has been exported from this country to Iraq according to that agreement?

Shri Thirumala Rao: That is a larger question which I cannot answer.

Mr. Deputy-Speaker: Next question.

Tube Wells

*717. **Dr. Deshmukh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the contract for the boring of tube wells has been concluded;

(b) what is the Company which has undertaken to carry out the project and which country the Company comes from;

(c) the terms on which the contract has been agreed to;

(d) whether there was any representation from the Real Manufacturers of Machinery for boring tube wells from America and what consideration was given to it;

(e) how far the work has so far gone and how many tube wells have been dug; and

(f) what is the area where the tube wells are proposed to be dug?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) The Government of India have not concluded any contract with any firm for the construction of tube wells. As already stated in reply to Starred Question No. 2796, the States of U.P., Bihar and Punjab have separately entered into such contracts;

(b) The name of the Company is Associated Tube Wells Ltd., a British concern.

(c) The contracts were between the State Governments and the firm and we are not in a position to reveal the contracts without first consulting them.

(d) There was no representation, but M/s. Johnston International Co., of California also submitted their quotations for this work. As the quotations of this firm were higher than those of M/s. Associated Tube Wells Ltd. and as a contract with this firm would involve dollar expenditure the offer of the firm was not accepted.

(e) Up till now the firm was engaged mainly in collecting the required machinery and transporting it to the sites of operation. The drilling work started in July. The total number of wells that are being drilled or are almost completed are as follows:

	U.P.	11
	Punjab	3
	Bihar	Drilling Rigs have just reached destinations and are being set up.
(f)	U. P.	Shahjehanpur, Sitapur, Kheri, Fyzabad, Gonda and Saharanpur Districts.
	Punjab	Ambala, Karnal and Rohtak Districts.
	Bihar	Champaran, Saran, Muzaffarpur and Darbhanga Districts.

Dr. Deshmukh: May I know if this company manufactures any of the machinery required for digging tube-wells, or whether they are going to obtain them from U.S.A. and supply to India?

Shri Thirumala Rao: They are a firm experienced in the line and have been doing this work for some time in England.

Dr. Deshmukh: My question has not been answered. The question was whether this company manufactures any of the machinery required for digging tube-wells?

Shri Thirumala Rao: They have vast experience in the boring of wells and in the manufacture of boring machinery and equipment.

Dr. Deshmukh: It is not a reply to my question.

Mr. Deputy-Speaker: The hon. Minister says that they manufacture boring instruments.

Dr. Deshmukh: He has not said so.

Mr. Deputy-Speaker: Boring experience.....

Dr. Deshmukh: That is the first part of the answer.

Shri Thirumala Rao: I will repeat the answer. They have vast experien-

ce in the boring of wells and in the manufacture of boring machinery and equipment.

Seth Govind Das: Are the Government of India giving any grants to the different States as far as these tube-wells are concerned?

Shri Thirumala Rao: Of course, a certain amount of grant is made to the provincial Governments with regard to the Grow More Food campaign and each item is settled in consultation with them. I am not in a position to say whether a grant or a loan is exactly given for these things.

Seth Govind Das: I wanted to know whether any amount has been earmarked in this Grow More Food Campaign to the different provinces as far as Tube-wells are concerned.

Shri Thirumala Rao: That is one of the items of expenditure for which aid is given.

Shri Sondhi: Is it not a fact that the terms of the contract were finalised here in the Centre and the Provinces were only asked to sign in the dotted line?

Shri Thirumala Rao: I am not able to follow the question.

Mr. Deputy-Speaker: Have the terms of the contract been settled here and the terms then sent to the State Governments merely for their signature?

Shri Thirumala Rao: I do not know if my hon. friend is speaking for the State Governments. There was no such feeling among the State Governments.

Shri Sondhi: I do not want to know the feeling; I want the facts.

Shri Thirumala Rao: The terms were settled in consultation with the State Governments. The State Governments have to finally accept the terms.

Shri Sondhi: Were the terms finalised here or not? Have the State Governments any hand in that?

Shri Thirumala Rao: They have a hand in finalising the terms.

Shri Sondhi: The State Governments have a grouse that money was granted to them from the Centre and they have therefore no voice in settling the terms except to sign.

Shri Thirumala Rao: The State Governments are powerful enough in making their voice felt. There is no difference of opinion in the matter.

Shri Amolakh Chand: Sir, is it a fact that the U. P. Government entered into a contract with this firm on the recommendation of the Central Government?

Shri Thirumala Rao: Yes. For securing machinery and for securing fertilizers and all these things, the Central Government plays a most important part in bringing to the notice of the State Governments the most suitable firms dealing in these lines.

Seth Govind Das: With reference to part (f) of the answer, may I know whether Government have any definite plan for the year 1951 as to where these tube-wells will be dug and if so, whether those States in which they will be dug have been informed about this scheme?

Shri Thirumala Rao: In the U.P. it is expected that 44 tube-wells will be bored and the area to be irrigated thereby will be about 1,87,000 acres. In the Punjab an area of 3,40,000 acres is likely to be irrigated by this process. In Bihar approximately 1,20,000 acres will be brought under irrigation.

Seth Govind Das: What about Madhya Pradesh?

Shri Thirumala Rao: Madhya Pradesh I think, will have to wait for some time more, as there is no scheme at present ready for Madhya Pradesh.

Dr. Deshmukh: May I know whether the hon. Minister could tell us what particular machinery is manufactured by this company which is going to be used in digging the tube wells in India?

Shri Thirumala Rao: If the hon. Member will kindly put down a separate question, I shall get him all these details.

Shri Amolakh Chand: Is it a fact that the total amount with which this company will be installing tube-wells in the whole of India, on the recommendation of the Government of India is about Rs. 19 crores?

Shri Thirumala Rao: I would like to have notice Sir.

Shri Amolakh Chand: Is it a fact that the particular tube-well to be installed by this company is costlier than the tube-well installed by private companies?

Shri Thirumala Rao: All these matters have been gone into before coming to the conclusion to which we have come, about the ability of the firm to deliver the goods and all that.

Mr. Deputy-Speaker: The hon Member wanted some information on a particular point, that is to say, whether the amount to be spent on a tube-well made by this company is more than what is spent on a well bored by a private company. If the hon. Minister does not have the information he may say so, or that he will look into the details and then inform the hon. Member. I don't think this question is irrelevant. It is no use giving such a general answer as that all these things have been taken into consideration. If that is the case, then there will be no need for further questions.

Shri Thirumala Rao: I didn't say that it is irrelevant, Sir. I can assure the hon. the questioner that all these considerations were fully gone into before the decision to give them the contract was reached. But I am not in a position to say now whether we have given a higher rate to this firm than in any other case.

Seth Govind Das: Sir, only three States have been asked to bore these tube-wells. May I know why a comprehensive scheme for these tube-wells has not yet been drawn up for the whole country?

Shri Thirumala Rao: Sir, it is common knowledge that it depends on which area you can expect a yield of water and the Indo-Gangetic plain is the most suitable or amenable area for this operation. As regards the Madhya Pradesh you have to make further investigations.

Lala Achint Ram: Has the Government made any effort to provide electrical energy also at places where these tube-wells are being installed so that they may work?

Shri Thirumala Rao: That is part of the scheme.

Lala Achint Ram: Is the Government aware of the fact that in certain places these tube-wells have been dug, the poles fixed, but for want of wirings the whole thing cannot work?

Shri Thirumala Rao: But tube-wells can be worked by installing a diesel oil engine. If the hon. Member will please bring these individual cases to my notice, I shall look into them.

Mr. Deputy-Speaker: If there are individual cases hon. Members may bring them to the notice of the hon. Minister in charge. That will be better. If there is anything else to be ascertained in the public interest, they may put questions here.

Shri T. N. Singh: Is it not a fact that the tube wells sunk departmentally in the U.P. on a large scale are costing much less than what has been contracted for with this firm?

Mr. Deputy-Speaker: The hon. Minister has not got the information at the present.

Shri Sarangdhar Das: May I know if before entering into a contract with the Associated Tube Well Company, the firm of Scot and Saxby of Calcutta was considered as they have experience of such work in India for over a quarter of a century?

Shri Thirumala Rao: I have not got the information here. I would require notice.

Dr. Deshmukh: Is it a fact that there was originally a suggestion to contract with an American firm which was manufacturing these things, and whether it is not on record that this particular British firm is going to import all the machinery from the U.S.A. and it does not, in fact, manufacture any machinery at all?

Shri Thirumala Rao: I have to verify the position, before I can say yes or no.

ASSAM RAIL LINK

***718. Dr. Deshmukh:** Will the Minister of **Railways** be pleased to state:

(a) when the work on Assam Rail Link with India was started and when it was completed;

(b) what is the length of the railway line that was newly constructed and what was the total cost;

(c) what is the revenue expected from this railway link; and

(d) what has been the total taking from the 1st January, 1951 to the 31st July, 1951?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Work on the Assam Rail Link was commenced on 27th January, 1948. The Link was opened to Goods traffic on 9th December, 1949 and to Passenger traffic on 26th January, 1950.

(b) The length of the newly constructed line, including 66·27 miles of conversion from Narrow Gauge to Metre Gauge, is 141·04 miles and total cost Rs. 8·53 crores.

(c) The total gross earnings from this Link on account of Goods and Coaching traffic were estimated at Rs 1.72 lakhs per annum.

(d) The total earnings from 1st January 1951 to 31st July 1951 amounted to Rs. 127 lakhs approximately.

Dr. Deshmukh: Is the work on this line estimated to cause a loss or not?

Shri Santhanam: At present it is working at a loss.

Shri R. K. Chaudhuri: Arising out of part (c), has not Government taken up the position that this being the only link between India and Assam, the question of revenue does not arise?

Shri Santhanam: The question of revenue does arise, but unfortunately, the country has to put up with the loss owing to other considerations.

Shri Barman: Is it not a fact that this link is not able to carry all the goods that the eastern regions have to dispatch to the other parts of India and it is for that reason that this line is working at a loss?

Shri Santhanam: No, it is carrying as much as its capacity would allow. The capacity has to be increased and for that we have to put in more money. So it is likely to work at a loss for some time.

Dr. Deshmukh: What is the extent of the loss incurred at present? And in how many years is this line expected to become self-supporting?

Shri Santhanam: That is difficult to say. The working expenses during 1949-1950 of this Assam Railway was 114·76 per cent., that is to say the actual running cost is more than the revenue by 14·76 per cent. Therefore it is difficult for me to say by what period of time this line will become fully self-supporting.

Shri R. K. Chaudhuri: Does the Government propose to close up this link if this loss increases year by year, and if that be the case, what is the alternative line of communication between Assam and India?

Mr. Deputy-Speaker: That is making an assumption.

Shri Santhanam: I never said anything like that. I only said that the country has to put up with this loss.

Shaikh Mohiuddin: Is it not a fact that the passenger trains running on this Assam Link are over-crowded and that most people sit on the roofs of trains?

Shri Santhanam: Yes, and so we have recently increased the train services and propose to increase them still further.

Shri Barman: Is it a fact that the costing of the expenditure on the different railway lines in India was estimated or calculated at the time they were constructed and it is because the Assam Link was constructed when there were inflated prices that its cost has come up so high, as compared with other cost of other railway lines?

Shri Santhanam: Whatever the reasons may be, the amount I have stated is the actual amount that the country has spent.

Short Notice Questions and Answers

Derailment of Assam Rail Link Express

Shri Rathnaswamy: (a) Will the Minister of **Railways** be pleased to state whether it is a fact that the Assam Rail Link Express derailed on the 26th August, 1951 between Nagrakata and Carron stations?

(b) If so, how many were killed and how many injured?

(c) How many bogies and luggage vans were either capsized or derailed?

(d) Was immediate medical aid made available to the injured?

(e) Have the total loss of Railway property and private property been assessed?

(f) What are the causes of this accident and would a Committee be appointed to enquire into the causes of the accident?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (c). Yes. At about 2-50 hours on 26th August, 1951, No. 1 Up Link Express bound for Amingaon and not Calcutta as stated in the Press derailed at mile 44/10 between Nagrakata and Carron stations on the Siliguri-Alipur Duar section of the Assam Railway. The engine and the next two coaches, viz., a combined Third-Luggage-Brake and a Railway Mail Service van got smashed and capsized; the 3rd and the 4th coaches from the engine were also damaged.

(b) 10 were killed and 29 received injuries, of which 4 were serious.

(d) Yes. First aid was rendered to all the injured at the site by doctors from Nagrakata and Chengmari, who arrived at the site by 4-10 hours by light engines.

(e) The approximate cost of damage to engine rolling stock and permanent way is Rs. 1,33,300. The loss of private property is not yet known

(f) Due to heavy rains during the 24 hours prior to the accident, the track was flooded and a three feet culvert had been washed away. The accident occurred when the engine came on the culvert.

The Government Inspector of Railways commenced his statutory enquiry into the accident on 28th August, 1951.

DERAILMENT OF ASSAM RAIL LINK EXPRESS

Shri Barman: (a) Will the Minister of **Railways** be pleased to state whether Government have received any news of a serious Railway accident in the Assam Link between Nagrakata and Carron stations in Jalpaiguri in the early hours of the 26th August, 1951?

(b) If so, what are the details received so far?

(c) How many dead and injured persons have been identified so far, giving their addresses?

(d) Is it a fact that the Link route in Jalpaiguri passes over many hill streams and rivers just after they emerge out of the gorges?

(e) What precautions are taken in the monsoon to see that the route is safe for traffic?

(f) How many accidents have occurred on the route in Jalpaiguri since its opening last year?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). Attention is invited to the reply given earlier today to the Short Notice question by Shri A. M. Rathnaswamy.

(c) Eight of the ten dead and all the 29 injured have been identified. A statement containing the information required is laid on the Table of the House. [*See* Appendix V, annexure No. 14.]

(d) Yes.

(e) Introduction of regular and intensive 'monsoon' patrolling of the track between the hours of sunset and sunrise by special staff engaged for the purpose.

(f) Excluding the one in question, one minor derailment of a train occurred in Jalpaiguri District since the opening of through route. This accident did not occur on the newly constructed link route.

Shri Rathnaswamy: How many of those injured and killed belonged to the running staff?

Shri Santhanam: One fireman was killed. From the statement I can see that no other member of the staff seems to have been seriously injured.

Shri Rathnaswamy: In answer to part (f) of my question the Minister stated that there was a continuous downpour of rain for 24 hours and if so, may I know whether the running staff of the train which was involved in the accident was not given early this information and had it been given it would have been possible to avert this accident?

Shri Santhanam: Trains do not stop on account of rains. As I have said arrangements have been made to patrol the line. This is an unfortunate accident and we do not know whether it was due to any kind of negligence. That must come out from the enquiry of the Inspector

Shri Rathnaswamy: Am I correct in assuming that this is the third accident on this railway line and if so, may I know whether any steps have been taken to examine this track?

Shri Santhanam: I have said in reply to Mr. Barman's question that there was only one other accident but not on the link line. This is the only serious accident on the link.

Shri Rathnaswamy: Am I correct in understanding that the services of some foreign experts are to be requisitioned to give a thorough check up to this line? If my assumption is correct, may I know whether they are to arrive soon in India?

Shri Santhanam: Not so far as I know.

Shri Rathnaswamy: Is it a fact that some official advice was given to the Government to the effect that this line should be thoroughly checked up?

Mr. Deputy-Speaker: Whatever advice may be given by subordinate officers to the Minister cannot be a matter on which to put questions here.

Shri Rathnaswamy: Is it a fact that a party of pressmen were asked

to go and inspect the line and if so, are any non-officials to be included in that party?

Shri Santhanam: I do not understand the purpose of a party of pressmen inspecting this line. If pressmen want to go and have a look at the place that can be arranged.

Shri Barman: Have Government inquired into the statement made in the press by a passenger who was travelling by that train that some dead bodies must have been carried away by the strong stream? Is there any truth in that statement?

Shri Santhanam: Unfortunately some statements have been made in the Calcutta press. But the whole matter is under enquiry by the Government Inspector and I cannot say anything when the enquiry is proceeding.

Shri Barman: When the culvert was washed away for how many days was the running of trains stopped on the line?

Shri Santhanam: I have already laid before the House a detailed statement showing the days of stoppage of trains, when they were resumed etc. during last year. If the hon. Member wants the information, I can only refer him to that statement.

Shri Barman: Has the Minister received any information as to when and at what hour the patrol party, to which the hon. Minister referred in his reply, inspected that spot before the accident took place?

Shri Santhanam: That will come out in the enquiry.

Shri Barman: May I know whether before the construction of this railway Government took the hydrographical and rainfall date of the catchment area towards the hillside of the line and if so, will the Government lay those papers on the Table? Are Government satisfied that the outlets on the line are sufficient to carry the water on the northern side?

Shri Santhanam: All possible enquiries were made. But the hon. Member will perhaps remember that we had to construct this line in a hurry and we could not go on with indefinite investigations for a work which was urgent. Considering the urgency of the work all possible enquiries were made.

Shri Barman: Will Government again investigate the matter to find out whether the outlets provided on this line are sufficient to carry all the water that accumulates on the northern side of the line?

Shri Santhanam: Yes, Sir. I believe our Railway engineers are as good in this matter as any other engineers in the world; they are looking into it.

Shri A. C. Guha: When the Government made the statement that only seven persons were killed and 27 injured, did the Government make any calculation as to the number of passengers that might have been in those two bogies?

Shri Santhanam: So far as I know the whole thing was inspected by our Railway officials, and these are the casualties. Fuller details will be available as soon as the Government Inspector submits his report.

Shri A. C. Guha: Is it not true that those two bogies were still inside the water when that statement was made? Then what was the basis of that calculation when the bogies still under the water had not been inspected?

Shri Santhanam: The report that I have says:

> "The passenger accommodation in the first two coaches involved was very limited as one of them was a combined luggage, brake and third, and the other a R.M.S. van of three compartments two of which were reserved for mails and the other for Assam Railway couriers travelling from Calcutta to Pandu. But for these circumstances, casualty figures might have been higher."

Shri A. C. Guha: May I know what was the capacity of those two bogies? Also that of the railway engine two foremen of which also were killed?

Shri Santhanam: Beyond the statement I have read, I have no further detailed information. As soon as the Government Inspector's enquiry report comes I am prepared to give fuller information.

Shri R. K. Chaudhuri: Is it a fact that the number of deaths could not be ascertained owing to the fact that a large number of passengers were washed away when the bogies fell into the water?

Shri Santhanam: No, Sir. Only these two coaches got near the water; the other coaches were not near the

water at all. As I have stated, the passenger accommodation in these two coaches was very limited, and it is stated that these casualties were ascertained as accurately as possible. We shall, however, await the Government Inspector's report.

Shri Rathnaswamy: Is there any reason to believe that there are still bodies buried under the wreckage?

Mr. Deputy-Speaker: It is under investigation. Again and again the same question is put in some other form.

WRITTEN ANSWERS TO QUESTIONS

Destruction of "Parthiana"

*706. **Shri Kesava Rao:** Will the Minister of **Transport** be pleased to state:

(a) the amount of goods destroyed when the cargo liner "Parthiana" ran aground off Bombay;

(b) what goods were destroyed; and

(c) whether there was any loss of life and if so, what was the number of persons killed in the accident?

The Minister of State for Transport and Railways (Shri Santhanam): Government are not aware of any ship by the name of "Parthiana" which ran aground off Bombay. If, however, the hon. Member refers to the S. S. "Parthenon" which ran aground off Bavanapadu near Calingapatnam in the Madras State on the morning of the 20th May 1951, the reply is as follows:

(a) and (b). The exact amount and nature of the goods destroyed when the S. S. "Parthenon" ran aground, is not known. The vessel had, however, on board approximately 6,000 tons of cargo, out of which 45 tons consisted of motor cars, chassis and empty drums and the rest was general cargo. It is understood that a Salvage Company has undertaken to salve whatever cargo is possible.

(c) There was no loss of life.

Public Call Offices

*707. **Shri Kesava Rao:** Will the Minister of **Communications** be pleased to state:

(a) what is the total number of public call offices working in the Madras State during the years 1949-50 and 1950-51; and

(b) what is the total income received by these public call offices?

The Minister of Health and Communications (Rajkumari Amrit Kaur):

(a)	1949-50 ...	Rs. 202
	1950-51 ..	Rs. 250
(b)	1949-50 ..	Rs. 5,19,972,
	1950-51 ..	Rs. 7,12,796

Madras Harbour

*708. **Shri Kesava Rao:** Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the land lying on the southern side of the Madras Harbour has been asked for for the extension of the Harbour, and

(b) if the answer to part (a) above be in the affirmative, what is the Madras Government's reply to the same?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). Yes, Sir. The Madras Government have agreed to the transfer of the land to the Madras Port Trust on certain conditions.

Foodgrains from U.S.A.

*712. **Shri Krishnanand Rai:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether all the foodgrains available under the provisions of India Emergency Food Aid Act of U.S.A., will be imported during 1951 or in instalments covering future years also; and

(b) what time is likely to intervene between purchasing and shipping the above foodgrains to India?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) The bulk of foodgrains under the India Emergency Food Aid Act of U.S.A. are likely to be purchased in 1951. It is possible that purchase of a small quantity may be left-over for January, 1952. Of the purchases about 1·1 million tons are likely to arrive in India in 1951 and the balance 0·9 million tons by the end of March, 1952.

(b) The purchasing and shipping of foodgrains under the India Emergency Food Aid Act has already commenced.

Rice and Wheat from U.S.A.

*713. **Shri Kshudiram Mahata:** Will the Minister of **Food and Agriculture** be pleased to state the percentage of rice and wheat in the 2 million tons of foodgrains to be received from U.S.A.?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): The foodgrains are likely to be almost entirely wheat. No rice is likely to be available for purchase under this loan.

FOOD AND AGRICULTURAL ORGANISATION

*719. **Dr. Deshmukh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any technical assistance has so far been obtained by the Government of India from the U.N. Food and Agricultural Organisation;

(b) whether the Government of India have sent any non-official representatives since 1948 to the F.A.O. Conference; and

(c) what is the policy of the Government of India in regard to sending delegations to F.A.O. in future?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) Yes.

(b) No. The Government was represented by its officials in Washington at the Conference held in 1949, and 1950.

(c) The policy of the Government is to reduce expenditure on delegations from India to the minimum, consistent with proper representation of India at the Conference. As far as possible officers in the Indian Embassy concerned are asked to represent this country. The question whether non-officials should be included in any delegation is considered in each case, taking into account the nature of the subjects to be discussed.

FINANCIAL INTEGRATION OF TRAVANCORE-COCHIN

*720. **Shri Alexander:** Will the Minister of **States** be pleased to state:

(a) whether it is a fact that the Krishnamachari's Report on the Financial integration of Travancore-Cochin—which was accepted by Government—recommended that, in view of the loss sustained by the State Governments consequent on the abolition of land customs, the States should be given a food subsidy of 75 per cent. of their loss sustained by them on food and if so, whether it is being implemented and if not, why not; and

(b) whether it is a fact that the loss of Travancore-Cochin on his score eats away a substantial portion of their revenue and if so, what subsidy the Government of India are giving to maintain the financial stability of that State?

The Minister of States, Transport and Railways (Shri Gopalaswami): (a) The Krishnamachari Committee did not recommend that the Travancore-Cochin Union should be given a food subsidy equal to 75 per cent. of their loss. All that the Committee recommended and accepted by the Government of India was that States should be made eligible for all grants and subsidies and other forms of financial assistance from the Central Government on the same basis as Provinces.

(b) It is true that the Travancore-Cochin Government is reported to be suffering heavy losses in the subsidised sale of foodgrains. The Government of India have sanctioned a special subsidy of Rs. 2·25 crores and an *ex-gratia* payment of Rs. 64 lakhs to cover the loss on the sale of fine rice to the Travancore-Cochin Government; although according to the general scheme of subsidy applicable to all other States, the State of Travancore-Cochin is not entitled to any subsidy at all.

TRANSPORT OF COAL

*721. **Pandit Munishwar Datt Upadhyay:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that considerable difficulty is being felt in the transport of coal for Railways and a large number of wagons are engaged in this transport;

(b) whether this transport can be made by sea without much strain on shipping space; and

(c) how Government propose to adjust transport of coal by Railways or ships in these circumstances?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes.

(b) The Indian Shipping Companies are providing as many ships as they can to carry coal by sea but they are insufficient for meeting the entire demand. Additional ships can be chartered from the world market but the cost is likely to be greater than the rate at which Indian Companies are now carrying coal.

(c) Government have already taken certain steps to provide additional steamers by charter or otherwise to meet the requirements for movement of Railway Coal by sea and have also under consideration a scheme for supplementing the available ships with additional chartered ships, if necessary.

PRICES OF FOODGRAINS

*722. **Shri S. N. Das:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) to what extent the prices of foodgrains have fallen in the various parts of the country; and

(b) what is the price of foodgrains prevailing in different States?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) A statement showing the index number of wholesale prices of foodgrains is laid on the Table of the House. It will be seen therefrom that the fall in prices in July, 1951 as compared to that in November, 1950 is approximately rice 4 per cent., wheat 3 per cent., jowar 30 per cent. and all cereals taken together about 8 per cent. There was no change in bajra prices.

(b) A statement showing the prices of foodgrains in certain selected centres during August, 1951 is laid on the Table of the House. [*See* Appendix V, annexure No. 15.]

STATEMENT

Year	Month	Rice	Wheat	Jower
1950—	August	524	534	344
	September	536	535	347
	October	549	537	359
	November	559	553	464
	December	552	605	371
1951—	January	538	607	294
	February	535	596	307
	March	542	582	304
	April	555	561	300
	May	563	531	300
	June	552	534	307
	July	535	534	323

Year/month		Bajra	Cereals
1950—	August	245	478
	September	245	485
	October	245	495
	November	245	521
	December	245	510
1951—	January	245	487
	February	245	488
	March	245	488
	April	245	490
	May	245	489
	June	245	486
	July	245	480

RICE POSITION

*723. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of **Food and Agriculture** be pleased to state what is our rice position in the country at present?

(b) Are we in a position to meet our rice demand?

(c) Has India exported any rice to any country within the last two months or so?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) and (b). Attention is invited to the statement on the present food position placed on the Table of the House on 25th August, 1951.

(c) No, Sir.

GRAM AND GRAM *Dal*

*724. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of **Food and Agriculture** be pleased to state the quantity of various foodgrains contributed by the various States to the Centre?

(b) What has been the effect on the prices of gram and gram *dal* since the control on movement of gram this year?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) A statement showing the quantity of foodgrains offered by each State from 1st January, 1951 to-date is placed on the Table of the House.

(b) The general policy regarding gram remains one of decontral but for the two cases of Uttar Pradesh and Rajasthan whose Governments were allowed for special reason to re-introduce movement control with effect from 10th May, 1951. Taking the overall position, the limited control allowed within the general policy of decontrol of gram does not appear to have affected the prices adversely. A statement showing the market prices of gram in the surplus and deficit States during the current season is placed on the Table of the House. [*See* Appendix V, annexure No. 16.]

STATEMENT

(In '000 tons)

State	Rice	Wheat	Others	Total
Madhya Pradesh	20·5	..	..	20·5
Orissa	16·7	..	..	16·7
Punjab	23·8	0·4	..	24·2
Madhya Bharat	..	1·0	1·0	2·0
Pepsu	..	30·0	3·0	33·0
Bhopal	..	5·0	5·0	10·0
Coorg	10·0	..	..	10·0
Manipur	2·6	..	..	2·6
TOTAL	73·6	36·4	9·0	119·0

CONSUMPTION OF COAL BY RAILWAYS

*725. **Shri A. C. Guha:** Will the Minister of **Railways** be pleased to state:

(a) the total quantity of coal consumed annually by the Railways since 15th August, 1947;

(b) how much of that quantity was taken from the Railway collieries; and how much from private collieries; and

(c) how much of the quantity of coal is or can be metallurgical coal?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The quantity of coal consumed annually by Railways since 15th August, 1947 were as under:

Period	(Tons)
From 15-8-1947 to 31-3-48	5,816,304 (approximately)
From 1-4-1948 to 31-3-49	9,895,747
From 1-4-1949 to 31-3-50	10,319,708
From 1-4-1950 to 31-3-51	10,421,684

(b) Receipt of coal consumed by Railways separately from Railway and Market collieries is not available but despatches from these Collieries are given below:—

Period		Railway Collieries (Tons)	Market Collieries (Tons)
From to	15-8-47 31-3-48	Breakdown not readily available.	
From to	1-4-48 31-3-49	2,659,100	6,861,285
From to	1-4-49 31-3-50	2,250,970	7,752,993
From to	1-4-50 31-3-51	2,308,139	7,558,521

(c) Total quantity of Metallurgical coal despatched to Railways during 1949 was approximately 4·4 million tons of which only 1·7 million tons consisted of good quality coking coal. Information for other years is not readily available.

GANGANATH SUGAR INQUIRY COMMITTEE

***726. Shri S. N. Das:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether Government have considered the question of taking action against those merchants and factories who failed to send a reply to the questionnaire sent out by the Ganganath Sugar Crisis Inquiry Committee under the Sugar Crisis Inquiring Authority Ordinance?

(b) If so, what actions have been taken against those defaulters?

(c) What are the names of persons and factories who were defaulters?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) and (b) Yes, but it was found that since the Ordinance enabling the prosecution of parties which failed to reply to the questionnaire had expired, no further action against the defaulters was possible.

(c) A list of defaulting parties is laid on the Table of the House. [*See* Appendix V, annexure No. 17.]

DISPLACED PERSONS IN RAILWAYS

***727. Shri A. C. Guha:** Will the Minister of **Railways** be pleased to state:

(a) the number of East Bengal displaced persons recruited by the S.I. and M.S.M. Railways;

(b) how many of them are still working and how many have been given quarters;

(c) whether they have been given any rehabilitation facilities such as lands and housing loans;

(d) whether these displaced employees were given any facilities to take their families to the places of their employment; and

(e) whether Government have made any enquiry into their complaints and the causes of desertion of some of the employees?

The Minister of State for Transport and Railways (Shri Santhanam):

	On Ex. M&S.M. Rly.	On Ex. S. I. Rly.
(a) Number of East Bengal displaced persons appointed.	601	478
(b) (i) Number still working.	391	276
(ii) Number provided with quarters.	37	58

(c) No.

(d) They were provided with free Railway warrants for the journeys of their families from Bengal to the places of their employment on the Railway.

(e) Yes. The report of the officer who made the enquiry is under consideration. His suggestions regarding measures to be taken to check the desertions are being implemented as far as possible.

INDIAN AIR TRAFFIC FOR KABUL

***728. Shri Amolakh Chand:** Will the Minister of **Communications** be pleased to state whether air cargo and passengers for Kabul have to pass *via* Tehran as the Pakistan Government do not allow such planes to pass over their territory?

The Minister of Health and Communications (Rajkumari Amrit Kaur): As far as the Government of India are aware, there is at present no regular air service between Tehran and Kabul and, as the Government of Pakistan have declined permission for direct flights between India and

Afghanistan across Pakistan territory, movement of air cargo and passengers is not taking place between India and Kabul.

STATUTORY AND NON-STATUTORY BODIES

*729. **Shri S. N. Das:** Will the Minister of **Transport** be pleased to state:

(a) the number and names of statutory and non-statutory bodies of a permanent nature functioning under the administrative control of his Ministry, giving the following information in each case:

(i) the year of their constitution;

(ii) the recurring annual expenditure incurred by them;

(iii) the provision for the audit of their accounts; and

(iv) the method of submission of the report of their activities;

(b) the number and names of such *ad hoc* committees as were appointed since the 15th of August, 1947 and which have finished their work; and

(c) the number and names of *ad hoc* committees still functioning, giving the dates of their appointment and the time by which they are expected to finish their work?

The Minister of State for Transport and Railways (Shri Santhanam): (a) A statement giving the required information is laid on the Table of the House. [*See* Appendix V, annexure No. 18.]

(b) Six. They are the Sailing Vessels Committee, the Shipping Rates Advisory Board, the Deck Passenger Committee, the Merchant Navy Training Committee, the Motor Vehicle Taxation Enquiry Committee and the West Coast Major Port Development Committee.

(c) There are no *ad hoc* committees still functioning but there are three permanent Advisory Committees. They are the Central Advisory Committee for Lighthouses, the Tourist Traffic Advisory Committee and the National Harbour Board constituted in 1929, 1948 and 1950 respectively.

COMPENSATION PAID FOR LOST GOODS

*730. **Shri Kishorimohan Tripathi:** (a) Will the Minister of **Railways** be pleased to state the total value of claims paid by each of the Railway Administrations in respect of loss of goods through theft and pilferage during the year 1950?

(b) What were the corresponding figures for the year 1949?

The Minister of State for Transport and Railways (Shri Santhanam): (a) A statement showing the total value of claims paid by Indian Railways in respect of loss of goods through theft and pilferage during the year 1950 is placed at the Table of the House. [*See* Appendix V, annexure No. 19.]

(b) Corresponding figures for the year 1949 are also shown in the same statement.

PASSENGER TRAFFIC

*731. **Shri Kishorimohan Tripathi:** Will the Minister of **Railways** be pleased to state the percentage by which passenger traffic in India has increased during the period 15th August, 1947 to 15th August, 1950?

The Minister of State for Transport and Railways (Shri Santhanam): Between 1947-48 and 1950-51, passenger traffic in India has increased by 22·6 per cent. in terms of passenger miles and 27·5 per cent. in the number of passengers.

RAILWAY LINES

*732. **Shri Kishorimohan Tripathi:** Will the Minister of **Railways** be pleased to state the total increase in miles of Railway lines since 15th August, 1947 either by restoration or otherwise?

The Minister of State for Transport and Railways (Shri Santhanam): The total increase in route-mileage since 15th August 1947 by new constructions and restoration of dismantled lines is 355·15.

LOCUSTS

*733. **Shri S. C. Samanta:** Will the Minister of **Food and Agriculture** be pleased to state the latest and effective form of measure taken to prevent and combat locust invasion in India?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): The most effective way of preventing locust invasion is to keep track of the changes in the locust phase from the harmless hopper to the dangerous one in the desert 'outbreak areas' and to use machines and insecticides to kill or thin out the hoppers before they develop into migratory swarms.

The following methods are successfully used in India in controlling locust in its various phases:

(i) Dusting the locust hoppers with a pesticide known as Benzent Hexachloride. This method has proved to be very effective in destroying nearly cent. per cent. hoppers in the quickest possible time;

(ii) Poison baiting of hoppers;

(iii) Digging trenches in front of moving bands of locust hoppers and destroying them;

(iv) Ring-trenching the egg-laid areas and entrapping young hoppers as they move out after hatching;

(v) Digging up eggs and destroying the same;

(vi) Ploughing or flooding egg laid areas;

(vii) Beating or sweeping up and destroying adult locusts when they are resting in mornings and evenings;

(viii) Crushing or burning, when locusts are pairing.

SUBSIDY TO MADRAS GOVERNMENT

*734. **Shri Rathnaswamy:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether it is a fact that the Government of India have informed the Madras Government that they will withdraw the subsidy on wheat unless the Madras Government continue to sell wheat at subsidized price in the industrial towns?

(b) What is the actual price at which wheat is sold at present in such areas?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) No. Under the Government of India's revised subsidy scheme in force from 1st January, 1951 the supply of overseas wheat at subsidised prices is conditional on the maintenance of the retail issue prices of wheat in the 4 selected cities of Madras, Madura, Coimbatore and Vizagapatam at levels not exceeding those prescribed by the Government of India. The Government of Madras have increased the retail issue rates in the 4 selected cities from 12th August, 1951 without the prior approval of the Government of India. The matter is under consideration of the Government of India.

(b) The present retail issue prices in the 4 selected cities will be approximately as follows:

Madras	... Rs. 18-7-5	per maund
Coimbatore	... Rs. 19-10-6	"
Madura	... Rs. 20-3-1	"
Vizagapatam	... Rs. 20-0-0-	"

LAND ARMY

*735. **Shri Rathnaswamy:** (a) Will the Minister of **Food and Agriculture** be pleased to state what is the progress made by Government in regard to the creation of the Land Army?

(b) What are the various States where the Land Army has been created and the nature and extent of work done by this Army?

(c) Have any liaison officers so far been appointed to act as connecting links between the Government of India and the Land Armies in various States?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) A Constitution for the Land Army has been drawn up and the State Governments addressed to organise it in their respective States. The work has already been initiated in the States of Delhi and West Bengal.

(b) Land Army has been created in the States of Delhi and West Bengal. In Delhi a drainage channel which had gone out of use has been desilted. This will help to increase the production of the neighbouring villages. In West Bengal, planting of trees has been the first item of work that has been started by the Land Army.

(c) An Extension Commissioner has been appointed at the Centre and is attached to the Indian Council of Agricultural Research. He will maintain liaison with the States, who are responsible for agriculture extension work including Land Army. It is not proposed that the Government of India will organise this work direct.

HOURS OF EMPLOYMENT IN RAILWAYS

*736. **Shri Ghule:** (a) Will the Minister of **Railways** be pleased to state whether the adjudicator's award regarding the hours of employment in Railways has been implemented on any of the Railways and if so, on what railways?

(b) When will it be implemented on other Railways especially the Scindia State Railway?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The Award of the Adjudicator, the hon. Mr. Justice G. S. Rajadhyaksha regarding the hours of employment on Railways applied to the former nine Indian Government Railways, namely, the Assam, B.N., B.B. and C.I., E.I., E.P., G.I.P., M. and S.M., O.T. and S.I. Railways, and has been implemented on those Railways.

(b) The Government have decided that the benefits of the Hours of Employment Regulations as modified by the Adjudicator's Award should also be extended to the ex-Indian States Railways which have been taken over by the Government. The

work of classification of staff into different categories and the assessment of requirement of additional staff etc. is in progress on the various Railways including the Scindia State Railway.

B. L. Railway (Transfer)

*737. **Shri Deogirikar:** (a) Will the Minister of **Railways** be pleased to state whether it is a fact that if the B.L. Railway is not taken over by Government at the end of 1952, the Company will continue to manage it for ten years more?

(b) If the answer to part (a) above be in the affirmative, what steps do Government propose to take to get the transfer effected?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Under the terms of the contract for the construction and working of the Barsi Light Railway, the next option to purchase the line will fall on 1st January, 1954, and not at the end of 1952. If the line is not acquired on that date, the option will recur after 10 years.

(b) The question will be taken up for consideration in due course.

रेल हड़ताल

*७३८. **श्री ओरांव :** (क) रेल मन्त्री यह बतलाने की कृपा करेंगे कि यदि रेल कर्मकर निकट भविष्य में हड़ताल करने का निश्चय कर लें जैसा कि समाचार पत्रों में प्रकाशित हुआ है तो क्या सरकार ने रेलों को चालू रखने के सम्बन्ध में आवश्यक कार्यवाही कर ली है ?

(ख) क्या हड़ताल की अवधि में रेलगाड़ियों को चालू रखने के लिये कोई योजना तैयार कर ली गई है, यदि कर ली गई है, तो वह योजना क्या है ?

Railway Strike

[*738. **Shri Oraon:** (a) Will the Minister of **Railways** be pleased to state whether Government have taken necessary measures to keep the railway work going in case the railwaymen decide to go on strike in the near future, as reported in the Press?

(b) Has any plan been made to keep the trains running during the strike period, and if so, what is that plan?]

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). The Government will take all possible measures to maintain uninterrupted Railway services. It is not in public interest to disclose such measures at present.

Railway Contractors and Vendors

*739. **Giani G. S. Musafir:** (a) Will the Minister of **Railways** be pleased to state whether it has come to the notice of Government that the contractors and the vendors at Railway Stations sell very poor quality of things and at exorbitant rates?

(b) Do Government propose to enquire into the causes of this corruption in order to give protection to the travelling public?

The Minister of State for Transport and Railways (Shri Santhanam): (a) While an occasional complaint to such effect against a particular vendor or in respect of a specific station is received, it by no means reflects the general position.

(b) Searching enquiries are always instituted by the Administrations concerned and suitable remedial action taken immediately a specific case of the type mentioned under (a) comes to notice.

मध्य भारत में खाद्यान का उत्पादन

*७४०. **डा० देवी सिंह :** क्या खाद्य तथा कृषि मन्त्री यह बतलाने की कृपा करेंगे कि मध्य भारत में गेहूं की फ़स्ल के स्थान पर धनिया, सोया और मेथी की फ़स्लें तैयार करने की बढ़ती हुई मनोवृत्ति को रोकने के लिये सरकार द्वारा क्या उपाय किये जाने का विचार है ?

Production of Foodgrains in Madhya Bharat

[*740. **Dr. Devi Singh:** Will the Minister of **Food and Agriculture** be pleased to state the measures Government propose to take to check the increasing tendency in Madhya Bharat to shift from wheat crops to crops of *dhania, soya* and *methi*?]

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): The trend in wheat acreage in Madhya Bharat does not appear to show any significant shift from wheat to crops of *Dhania, Soya* and *Methi.*

COMMODE SYSTEM OF LATRINE

*741. **Babu Ramnarayan Singh:** (a) Will the Minister of **Railways** be pleased to state whether Government are aware of the fact that commode system of latrine was purely a creation of British taste and habit?

(b) If so, do Government propose to introduce the Indian system of latrine on the Railways?

(c) Are Government aware of the inconveniences caused to the Railway passengers from the commode system of latrine and if so, when is this system going to be changed for the Indian system?

(d) What is the comparative cost of construction of a commode system of latrine and also a native system of latrine?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Not entirely. The commode system of latrines at present caters for the habits of an appreciable proportion of Indians also.

(b) and (c). Inter and third class carriages are fitted with flushing pans only and first and second class carriages with flushing commodes. Flushing pans are now being provided in some second class compartments also. In future designs it is proposed to provide both types of latrines in all second class carriages. The present pattern will be retained in first class carriages.

(d) Commode with flushing cistern costs approximately Rs. 225/- and pan with flushing cistern approximately Rs. 190/-.

PAKISTAN NATIONALS

*742. **Shri Kamath:** Will the Minister of **Transport** be pleased to state:

(a) the number of Pakistani nationals employed in the Port of Calcutta;

(b) whether it is proposed to replace them by Indians, if so, by what date; and

(c) if not, the reasons therefor?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Out of a total number of 30,000 employees under the Calcutta Port Commissioners, 2194 are Pakistani nationals.

(b) and (c). All vacancies occurring after the date of partition, *viz.*, 15th August, 1947 whether permanent or temporary are filled only by Indian nationals. Arrangements have also been made by the Port Commissioners, Calcutta, in co-operation with the Government of West Bengal, to train crews of Indian nationals and many of the men so trained have been absorbed in service. It is not possible to give an exact date by which the remaining Pakistani nationals will be replaced by Indians.

SCHOOL AT CHITTARANJAN LOCOMOTIVE WORKS

153. Shri Sidhva: (a) Will the Minister of **Railways** be pleased to state whether the Chittaranjan Locomotive Works maintain a school in Chittaranjan for children of their workers?

(b) Are Government giving monetary support to this school?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes—one High and two Primary Schools.

(b) The schools are run by the Railway Administration and the expenditure incurred is met from Railway Revenues.

PROCUREMENT POLICY OF WEST BENGAL

154. Shri A. C. Guha: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have appointed any Committee to enquire into the procurement policy of West Bengal; and

(b) if so,

(i) the personnel;

(ii) the terms of reference; and

(iii) the recommendations, final or interim or preliminary?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) No.

(b) Does not arise.

MINISTRY OF TRANSPORT (STAFF)

155. Prof. K. T. Shah: Will the Minister of **Transport** be pleased to state:

(a) the number of (i) Gazetted, and (ii) non-Gazetted officers, clerks and class IV servants in the Ministry and its attached and subordinate offices on: (i) 15th August, 1947; (ii) 31st March, 1948; (iii) 31st March, 1949; (iv) 31st March, 1950 and (v) 31st March, 1951; and

(b) the number of officers, clerks and class IV servants appointed temporarily in the first instance and subsequently (i) made permanent; (ii) retired or (iii) retrenched, during each of the years 1947-48 (Post-partition), 1948-49, 1949-50, and 1950-51?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). A statement giving the required information in respect of the

Ministry of Transport including its subordinate offices is laid on the table of the House. [*See* Appendix V, annexure No. 20.]

This Ministry has no Attached Offices.

छत्तीसगढ़ डाकीय विभाग

१५६. श्री जगड़े: (क) क्या संचार मन्त्री यह बतलाने की कृपा करेंगे कि भारत में औसतन कितने डाकघरों को मिला कर क्रमशः एक डाकीय विभाग और एक उप-विभाग बनाया जाता है ?

(ख) नागपुर क्षेत्र के छत्तीसगढ़ डाकीय विभाग में डाकीय उप-विभागों तथा स्थानीय प्रयोगात्मक डाकघरों की संख्या क्या है ?

(ग) उस उप-विभाग में औसतन कितने व्यक्तियों के लिये (हजारों में) एक डाकघर कार्य करता है ?

Chhattisgarh Postal Division

[156. **Shri Jangde:** (a) Will the Minister of Communications be pleased to state the average number of post offices in India which comprise a postal division and a sub-division respectively?

(b) What is the number of postal sub-divisions and local experimental post offices in the Chhattisgarh postal division of Nagpur circle?

(c) What is the average number of people, in thousands, for which a post office functions in that sub-division?]

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) Average number of Post Offices—

	Per division	Per Sub-division
(*i*) Head Officer	2·3	0·6
(*ii*) Sub-Offices	52·6	14·2
(*iii*) Branch Offices	312·6	84·8

(b) In the Chhattisgarh Postal Division, there are 4 Postal Sub Divisions and 99 experimental Post 239. P.S.D.

Offices (both Sub Offices and Branch Offices).

(c) 19·4 (according to 1941 census figure)

or 21·6 (according to reported Preliminary census figure of 1951) for Chhattisgarh Division as a whole.

East Punjab Railway Employees

157. Giani G. S. Musafir: (a) Will the Minister of Railways be pleased to state when the recommendations of the Central Pay Commission regarding the new scales and grades of the Railway Employees were accepted by Government?

(b) Have these decisions of Government been implemented by the Railway Authorities and if not, how long will it take to complete this task?

(c) What is the total number of all Railway employees on the East Punjab Railway?

(d) How many of them have been fitted into new scales and their pay in the new scales fixed?

(e) How many of them have been paid their salaries and allowances at new rates along with their arrears?

(f) How long will it take to complete this work on the East Punjab Railway?

The Minister of State for Transport and Railways (Shri Santhanam): (a) On 1st November, 1947, orders were issued by the Railway Board laying down the new scales and grades for railway employees for the majority of the posts on Indian Government Railways and for the remaining posts, from time to time thereafter.

(b) These orders have generally been implemented in full by all Railway Administrations.

(c) 50,818 on 31st March 1951.

(d) 48,095 have opted for prescribed scales and all of them have been fitted into those scales.

(e) All have been paid their salary and allowances at new rates except about 3,000 employees in whose case arrears of increments have yet to be paid.

(f) The work is in hand and will be completed shortly.

RAILWAY VENDING CONTRACTORS ON DELHI JUNCTION

158. Babu Ramnarayan Singh: (a) Will the Minister of Railways be pleased to state what is the number of vending contractors employed on Delhi junction for the supply of articles of food and other goods to Railway passengers and what are the terms of the contract?

(b) Is each contractor allowed to engage several sub-contractors under him on the condition of certain daily payment to him?

(c) What is the agency to supervise the work of the vending contractors and sub-contractors on the Delhi junction?

(d) Have any contractors been discharged during the current year for not supplying proper articles of food to the passengers?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The total number of vending contractors employed at Delhi is nine. Contracts are given for a stipulated period of three years and are renewed if the service is satisfactory. Contractors are required to sell only good and wholesome articles at prices fixed by the Administration and are forbidden to assign, mortgage or sublet the whole or any part of their contracts.

(b) No. Subletting of contracts on the other hand is strictly prohibited.

(c) Local supervision is exercised by the Station Superintendent and the Station Master on duty. Officers are also deputed in turn for duty at the station and one of their functions is to see that vending contractors are working in terms of their contracts in every respect. Periodical inspections are carried out by Divisional and Headquarters Officers in addition.

(d) No vending contractor at Delhi station has been discharged during the current year for unsatisfactory service.

OVERSEAS COMMUNICATIONS SERVICE

159. Shri Sidhva: Will the Minister of Communications be pleased to state:

(a) whether the Overseas Communications Service both wireless telegraph circuit and radio telephone to Moscow, Teheran and Tokyo has been taken in hand; and

(b) if not, what are the reasons for the delay?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) and (b). Wireless Telegraph Circuits to Tokyo and Moscow have already been established and that to Tehran is under consideration. The proposal for a Radio Telephone Circuit to Teheran is also under consideration, but due to lack of equipment the question of establishing Radio Telephone Circuits to Moscow and Tokyo will have to await installation of additional equipment under the Five Year Development Plan of the Overseas Communications Service.

GHOST RATION CARDS

160. Shri Sidhva: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the number of ghost ration cards discovered since January, 1951 in various States; and

(b) what was the result of the enquiry instituted by Delhi Administration for recovery of ghost ration cards?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) According to the information available, since January, 1951, about 4,49,000 ghost ration cards were discovered, in States other than Bombay, West Bengal and Travancore-Cochin. In Travancore-Cochin where the family ration card system is operating, though very few whole cards were found to be bogus, the total number of units that were found inflated amounted to 10,000. In Bombay and Calcutta separate accounts for bogus cards are not maintained. The total number of cards cancelled for various reasons during this period amount to 13,35,340 in Bombay and 5,00,000 in Calcutta.

(b) The drive against bogus ration cards instituted by the Delhi Administration during the period March to May 1951 resulted in reduction in permanent ration cards by 75,878. A very large number of this represents ration cards which would have normally become invalid by non-drawal of rations for 4 consecutive weeks.

IMPORT OF BATTERIES

161. Shri Sidhva: Will the Minister of Railways be pleased to state:

(a) how many batteries for lighting and fans in passenger coaches were imported from foreign countries in 1950 and what are the quantities to be imported in the year 1951;

(b) what is the price paid for such batteries;

(c) whether there are any factories manufacturing batteries in India; and

(d) if so, whether any order has been placed with them for such batteries and if so, for what quantity?

The Minister of State for Transport and Railways (Shri Santhanam): (a) 14,200 train lighting battery cells were imported in 1950. Orders for imports upto 29th August 1951 during 1951 stand at 9,050 cells. Further orders for approximately 5,000 cells will be placed before the end of the year. 12 to 18 cells make one train lighting battery depending on whether it is Acid or Alkaline battery.

(b) Average price paid during 1950 was Rs. 210/- per cell and that in 1951 is Rs. 235/- per cell.

(c) As far as known there are two factories making train lighting batteries in India:

(1) Messrs. Standard Batteries, Ltd., Bombay.

(2) Messrs. Amcos, Bangalore.

Messrs. Standard Batteries are equipped for manufacture of complete batteries whereas Amcos have to import the containers from abroad.

(d) 960 cells were obtained from these factories in 1950 at an average rate of Rs. 190/- per cell and 810 cells upto 30th August during 1951 at an average rate of Rs. 200/- per cell. Both these indigenous manufacturers of train lighting batteries have yet to establish the quality of their product. Trials on these batteries under service condition are in progress.

PISCICULTURE

162. Dr. Ram Subhag Singh: Will the Minister of **Food and Agriculture** be pleased to state whether it is a fact that a survey of all water resources has been made in the rural area of Delhi to bring suitable stretches under pisciculture?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): Yes.

SHORTAGE OF AVIATION PETROL

163. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of **Communications** be pleased to state what air services have been reduced owing to shortage of fuel?

(b) What is the per hour consumption of petrol of an average service plane?

(c) What is the total consumption of petrol on air service planes on all the lines in India?

(d) Is the shortage temporary and if so, when are the reduced services likely to be restored?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) I lay on the Table a statement giving the information.

(b) The average consumption of a Dakota is approximately 70 gallons and that of a Viking is 94 gallons.

(c) About 951,000 gallons per month by the domestic airlines.

(d) The shortage is temporary but it is not at present clear how long it will last.

STATEMENT

Name of Company	Route	Frequency reduced per week. From	to
(1) Air Services of India Limited	Bombay—Indore—Gwalior	3	Nil
	Bombay—Jamnagar—Bhuj	1	Nil
	Bombay—Keshod—Porbander—Jamnagar—Bhuj	4	3
	Bombay—Bhavnagar—Rajkot	7	5
	Bombay—Poona—Bangalore	3	2
	Bombay—Cochin	3	2
(2) Air India Limited	Bombay—Ahmedabad—Karachi.	7	6
	Bombay—Karachi	7	1
	Bombay—Ahmedabad—Jaipur—Delhi	1	Nil
(3) Airways (India) Limited	Bombay—Nagpur—Calcutta	7	4
(4) Bharat Airways Limited	Calcutta—Allahabad—Kanpur—Delhi.	1	Nil

INCREASE IN PRICES OF FOODGRAINS

164. Dr. Ram Subhag Singh: (a) Will the Minister of **Food and Agriculture** be pleased to state whether any increase has been made in the prices of wheat and rice in any State since June, 1951?

(b) If so, in how many States have the prices been increased and to what extent?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) Consequent on the increase in the pool price (landed cost to the Government of India) of overseas wheat and rice (coarse) from 9th July, 1951 by Rs. 2/- per maund for wheat and Rs. 0/11/0 per maund for rice (coarse) some of the States have increased their issue prices.

(b) So far 5 States have intimated an increase in the issue prices. Extent of the increase is as follows:

Extent of increase in issue prices (Rs. / Md.)

State	Wheat	Rice (coarse)
(1) Bombay	1/14/0	0/10/0
(2) Madhya Pradesh	1/12/1	
(3) Travancore-Cochin	2/0/0	..
(4) Bihar	2/0/0	..
(5) Madras	Varies from District to District and in each Municipality of a district as the issue rate is fixed on the basis of the pool price of Rs. 18/6/0 plus incidentals.	0/14/0

BOMBAY-CALCUTTA AIR ROUTES (NIGHT SERVICE)

165. Shri Sidhva: (a) Will the Minister of **Communications** be pleased to state whether Air India Limited made a proposal for the use of a four-engined Skymaster aircraft to operate a night service on the Bombay-Calcutta route?

(b) If so, what was the result of such a proposal?

(c) What is the average number of passengers travelling by night from Bombay to Calcutta?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) No, Sir.

(b) Does not arise.

(c) Average number of passengers who travelled from Bombay to Calcutta during the first five months of 1951 is 5 per night.

AGRICULTURAL DEPARTMENT, VINDHYA PRADESH

166. Shri Dwivedi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total amount of expenditure on the establishment of the Department of Agriculture in Vindhya Pradesh incurred annually during the years 1948-49, 1949-50 and 1950-51; and

(b) the sums of money that are spent on "Grow More Food" Campaign and other work of agricultural improvement?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) The expenditure incurred on the establishment of the Department of Agriculture in Vindhya Pradesh during the last three years was as under:

	Rs.
1948-49	26,000
1949-50	28,000
1950-51	1,44,000

(b) The following amounts have been spent on Grow More Food Campaign and other work of Agriculture improvement in Vindhya Pradesh since 1948-49:

Actual expenditure on G. M. F. Schemes

	Rs.
1948-49	Nil
1949-50	4,81,000
1950-51	29,84,000

सत्यमेव जयते

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(Part II—Proceedings other than Questions and Answers)

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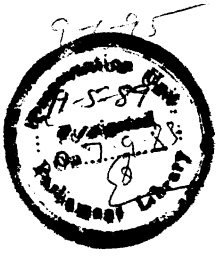

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THE

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

PARLIAMENT OF INDIA

Monday, 3rd September, 1951

The House met at Half Past Eight of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

9-42 A.M.

MOTION FOR ADJOURNMENT

IMPOSITION OF A COMPULSORY WAR LEVY ON NON-MUSLIMS OF EAST PAKISTAN

Mr. Deputy-Speaker: I have received notice of an adjournment motion from Mr. Kamath, to consider:

> "The imposition of a compulsory war levy on the non-Muslim population of East Pakistan by the East Pakistan Government, is completely contrary to the spirit and letter of the Indo-Pakistan Agreement of the 8th April, 1950."

On what does the hon. Member base his notice?

Shri Kamath (Madhya Pradesh): Yesterday's newspapers of Delhi carried front-page reports of this war levy having been imposed by the Pakistan Government, and also that actual collections compulsorily have been ordered to be made from the non-Muslim population of East Bengal. The amounts also were specified—from Rs. 100 to Rs. 10,000, if I remember aright. The *Times of India*, and perhaps the *Statesman* also, carried this report on their front-page; I think the *Hindustan Times* also had mentioned it. That is my basis for the adjournment motion.

Mr. Deputy-Speaker: Has the Government got any information?

The Minister of States, Transport and Railways (Shri Gopalaswami): Sir, unfortunately the notice of this motion was not received by the Minister concerned in proper time. It so happens

that the Prime Minister is away. As far as I am able to gather, the Deputy Minister of External Affairs tells me that no official information of any such thing has reached the External Affairs Ministry. We are therefore without any information on which we could rely, and I suggest that unless the hon. Member is willing to make himself responsible for this statement it is hardly worth discussing this matter at this stage in the House.

Shri Kamath: Am I to understand that the Minister is going to make an inquiry into the correctness or otherwise of the press reports that have appeared in this connection and answer a question later on if one is put?

Shri Gopalaswami: We shall certainly find out what truth there is in this report.

Mr. Deputy-Speaker: Apart from what the hon. Minister has replied, as it is, the notice of the motion does not allege any failure on the part of the Government to take any particular steps. This is entirely a matter for Pakistan—we will have to watch, and the Government will certainly watch; the hon. Minister has said that he will certainly make inquiries.

Shri Sondhi (Punjab): The matter should not be prejudged.

Mr. Deputy-Speaker: Certainly; he will make inquiries.

Pandit Thakur Das Bhargava (Punjab): Will the House be informed of the result of the inquiries?

Mr. Deputy-Speaker: I think the best course is to put a short notice question on the subject.

Shri A. C. Guha (West Bengal): I have already given notice of a short notice question.

Mr. Deputy-Speaker: Meanwhile the Government will try to get as much information as possible. As such I consider that the adjournment motion is not necessary.

PAPERS LAID ON THE TABLE

BEDAUX REPORT ON CENTRAL STATIONERY OFFICE, CALCUTTA

The Deputy Minister of Works, Production and Supply (Shri Buragohain): I beg to lay on the Table a statement showing the information promised in reply to supplementaries to Starred Question No. 2872 on the 6th April, 1951, regarding the Bedaux Report on the Central Stationery Office, Calcutta. [*See* Appendix V, annexure No. 21.]

BENARES HINDU UNIVERSITY (AMENDMENT) BILL AND ALIGARH MUSLIM UNIVERSITY (AMENDMENT) BILL

EXTENSION OF TIME FOR PRESENTATION OF REPORTS OF SELECT COMMITTEES

منسٹر آف ایجوکیشن (مولانا آزاد): جناب ! میں تحریک کرتا ہوں کہ جو سلیکٹ کمیٹی اس لئے بٹھائی گئی تھی کہ ہندو یونیورسٹی بنارس امنڈمنٹ بل (Amendment Bill) پر غور کر کے تین ستمبر کو رپورٹ پیش کرے - اسے چار دن کی اور مہلت دی جائے - یعنی سات ستمبر تک تاریخ بڑھا دی جائے -

جناب میں تحریک کرتا ہوں کہ جو سلیکٹ کمیٹی اس لئے بٹھائی گئی تھی کہ مسلم یونیورسٹی علیگڑھ امینڈمنٹ بل پر غور کر کے تین ستمبر کو رپورٹ پیش کرے - اسے چار دن کی اور مہلت دی جائے - یعنی سات ستمبر تک تاریخ بڑھا دی جائے - اس لئے کہ اس کا کام ابھی ختم نہیں ہوا ہے -

[The Minister of Education (Maulana Azad): Sir, I beg to move:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Benares Hindu University Act, 1915, be extended upto Friday, the 7th September, 1951."

Sir, I also move:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Aligarh Muslim University Act, 1920, be extended upto Friday, the 7th September, 1951."

The Committees have not yet finished their work and an extension of four days is required.]

Mr. Deputy-Speaker: Motions moved:

(i) "That the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Benares Hindu University Act, 1915, be extended upto Friday, the 7th September, 1951."

(ii) "That the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Aligarh Muslim University Act, 1920, be extended upto Friday, the 7th September, 1951."

श्री कामत: उपाध्यक्ष महोदय, २५ अगस्त को मैं ने इस संसद् में यह सूचना की थी कि मेरा ख्याल है कि जो विषय इसमें निहित हैं वह इतने सरल नहीं हैं कि सिलेक्ट कमेटी अपना काम तीन तारीख तक खत्म कर सके । इस लिए रिपोर्ट करने का समय बढ़ा दिया जाय और तीन तारीख से बदल कर दस तारीख कर दी जाय । उसके जवाब में शिक्षा मन्त्री ने यह कहा था कि बहुत काफ़ी है, एक हफ्ते से ज्यादा की जरूरत नहीं है । मैं इस प्रस्ताव का विरोध करने को खड़ा नहीं हुआ हूं लेकिन मैं यह आशा करता हूं कि इन बातों में शिक्षा मन्त्री तथा अन्य मन्त्री भी ज़रा ज्यादा दूरदर्शिता दिखलायेंगे । यह तो पहली बार नहीं हुआ है । इस से पहले भी कई बार मन्त्रियों ने इस तरह समय बढ़ाया है और इस तरह के प्रस्ताव भी किये हैं ।

इस तरह के मोशन या प्रस्ताव इस सभा में पेश करना न तो मन्त्री की शोभा बढ़ाते हैं और न इस हाउस की शोभा बढ़ाते हैं । तो मैं यह चाहूंगा कि आयन्दा मिनिस्टर साहब ज़रा अधिक दूरदर्शिता दिखलायें ।

[**Shri Kamath** (Madhya Pradesh): Sir, on the 25th of August I moved the amendment that in my opinion the issues involved in the Bills were not so simple as to enable the Select Committee to finish its work by the 3rd September, and requested that the time be extended and the date prescribed for presentation of the report be made September 10, instead of September 3. In reply to my request the hon. Minister said that it was more than sufficient and that more than one week's time was not required. I have not stood up to oppose this motion but I do hope that the hon. Minister of Education and his other colleagues as well would show some foresight in such matters in future. In fact this is not the first instance when such an extension has been asked for. The hon. Ministers have many a time put forth such motions and got the time extended. It neither behoves the hon. Ministers nor this House to submit motions and proposals of this nature in this House. Hence, I want that the hon. Minister should show some foresight in future while dealing with such matters.]

Mr. Deputy-Speaker: I am not able to see the purpose of the arguments advanced. I am the Chairman of this Committee. The hon. Minister wanted to finish it, but then there was a lot of complaint in regard to both the Bills that they had been put to the background. In view of that desire, more consideration has become necessary. Every attempt has been made to do it as early as possible and all attempts are still being made. Possibly, what the hon. Member wants to do is to show that his expectation has come true. Certainly, there is no harm in his taking credit for that. But if he casts a general aspersion on Ministers in general and says that they should be *deergadarishis* or *dooradarishis*, he is referring to dilatoriness.

Shri Kamath: I said *dooradarshi* which means a farsighted person.

Mr. Deputy-Speaker: All of us are conjointly responsible. There are a number of hon. Members other than the hon. Minister and each takes some time. Under these circumstances, I would welcome that in the first instance as short a time as possible should be asked and every effort should be made to finish it within that limit. In exceptional circumstances, we can ask for an extension.

Shri Kamath: I am speaking in English, lest I be misunderstood. On a point of information only, may I know what stage the work of the Committee has reached?

Mr. Deputy-Speaker: It has reached a wonderfully good stage. We are going clause by clause and the points are being considered. The House can rest assured that as early as possible the Bill will come before it. A simple motion of this kind should not take so much time.

Shri Kamath: Is the 7th final, Sir?

Mr. Deputy-Speaker: Possibly. Nobody can prognosticate. The question is:

> "That the time appointed for the presentation of the Reports of the Select Committees on the Bill further to amend the Benares Hindu University Act, 1915, and the Bill further to amend the Aligarh Muslim University Act, 1920, be extended up to Friday, the 7th September, 1951."

The motion was adopted.

GOVERNMENT OF PART C STATES BILL—*concld.*

Mr. Deputy-Speaker: A number of hon. Members are anxious to speak. I shall therefore limit speeches to fifteen minutes each.

An Hon. Member: Make it half-an-hour.

Mr. Deputy-Speaker: During the consideration stage, we had plenty of discussion. During the clause by clause stage, the thing was discussed threadbare. On the third reading, hon. Members should only address themselves to the amendments that were made or they can generally speak for or against the principle of the Bill. That is the present scope and more than fifteen minutes need not be taken.

Shri Deshbandhu Gupta (Delhi): I have one consideration to urge before the speeches begin. The hon. the Prime Minister and the hon. the Home Minister are not here. They are likely to participate in this debate in the final stage. Therfore, I would request that this Bill may be taken up after an hour or so and in the meanwhile some other work may be transacted

The Minister of States, Transport and Railways (Shri Gopalaswami): After all, it so happens—may be by accident or by concatenation of circumstances—that I am the Minister in charge of the Bill.....

Shri Deshbandhu Gupta: I meant no reflection on the hon. Minister.

Prof. Ranga (Madras): Then what is the idea in your saying that?

Shri Gopalaswami: I do not take it as a reflection, but I am trying to meet the point that he raised. I do not know whether the House should be asked when the Minister in charge of the Bill is here that more time should be taken in order that some other Ministers may turn up later and take part in the debate.

Shri Deshbandhu Gupta: I did not suggest that. I suggested that some other work may be taken up.

Prof. Ranga: Why should it be so when the Minister in charge is here?

Shri Gopalaswami: I am also rather in a fix because the hon. Member claims to have the confidence of the Prime Minister and the Home Minister in saying that they are going to participate in this debate. Up to this moment, I have not had any intimation that they want to participate in this debate. If they happen to come here before this debate is finished.....

Shri Deshbandhu Gupta: This Bill is piloted by the hon. Home Minister and the hon. Minister of States, so far as Delhi is concerned. The hon. Minister of States himself said that so far as Dehli is concerned, his colleague the hon. Home Minister would deal with the Bill, and he has been dealing as such. Therefore, I meant no reflection by my suggestion. Anyway, I do not press it.

Shri Gopalaswami: While there is the Minister in charge of the Bill, simply because he happened to say at one stage that the Home Minister would deal with Delhi it does not mean that at every stage he abdicates his functions.

Shri Sondhi (Punjab): Where does the Prime Minister come in anyway? Only the two other Ministers dealt with this Bill.

Shri Sidhva (Madhya Pradesh): He has got many concessions from the Prime Minister.

Mr. Deputy-Speaker: This matter does not require any further argument. Before the speeches begin, I would only remind hon Members of the scope of the debate by reading Rule 95:

> "The discussion on a motion that the Bill be passed shall be confined to the submission of arguments either in support of the Bill or for the rejection of the Bill. In making his speech a Member shall not refer to the details of the Bill further than is necessary for the purpose of his arguments, which shall be of a general character."

Shri S. N. Shukla (Vindhya Pradesh): I congratulate the Government on bringing this Bill, because the future of Part C States was uncertain and so a convention of Part C States people held in Delhi last December passed resolutions that the Government should proceed to confer democratic rights on Part C States From that uncertain stage, Part C States have now emerged and the present Bill confers on Part C States democratic privileges such as Councils of Ministers and Legislative Assemblies. I hope that the people of Part C States will make the best use of these reforms which have been given to them after great strife, struggle and persuation of Government.

But when I praise the Government for conferring these rights, I do not mean that people of Part C States are fully satisfied with the present Bill. The proper thing would have been to do away with the distinction that still continues to exist between Part A, Part B and Part C States. If Part C States had been made Part B or Part A States, that would have been the best thing. The present status leads to a certain reasoning and a certain situation which is not in keeping with the democratic rights, the privileges and freedoms enjoyed by the people of this country under the Constitution. Although I do not complain much about this Bill, but I would say that it is of a halting character, because it contains certain provisions which instead of ensuring full enjoyment of democratic rights are likely to impede them. I do not know for what reasons Government have stuck to those provisions, and I would draw the attention of the House to those provisions of a halting character which are incorporated in the Bill and in regard to which several amendments were tabled, but unfortunately rejected.

10 A.M.

The first thing is this that the Chief Commissioner in the Part C States, according to the provisions of this

Bill, has been given a dominating place in the whole democratic set up. He is authorised to preside over the meeting of the Council of Ministers when there is a Chief Minister already in the Council. How far his presence will facilitate the working of democracy, I am very much doubtful. The Chief Commissioner will further take part in the proceedings of the Assembly. As if his presence as the presiding officer in the Council of Ministers was not sufficient, he has again been authorised to be present and take part in the debates of the Legislative Assembly. Over and above all this he has also been authorised to hold up the decisions of the Assembly and of the Council of Ministers, in case there is a difference of opinion between him and the Council of Ministers or the Legislative Assembly. He can refer the matter to the President and take any action that he personally deems necessary. So that, it comes to this that he is in a position to flout the collective decision and the collective judgment of the Council of Ministers and the Legislative Assembly.

So many special restrictions have been placed on the legislative powers of the Delhi State. Some time back our Prime Minister was pleased to remark that the essence of democracy was that the people should have a sensation that they are sharing in the Government of their country and that they have power to remove the Ministers or the Government when they like. Now apply this test to the Delhi State. Any casual observer will come to this conclusion that this is not applicable in this case. I say that in regard to all the Part C States' Legislative Assemblies, but more especially is it so in the case of Delhi. People do not feel enthusiastic that they have been given something or any legislative reforms. They might say it is a mockery of reforms. That will be too strong an expression for at least congressmen to say. But there are all sorts of people and they think in all sorts of ways and it is not unlikely that a section of the people might come forward and say that these reforms as far as Delhi State is concerned, have not given full democratic rights: rather they are a travesty of the democratic rights.

Shri Deshbandhu Gupta: That is right.

Shri S. N. Shukla: So, I would plead with our Government, which is the National Government, that before long they will see their way to remove these reactionary provisions from the Bill. A time will come either in this session of Parliament or after this when the Government will proceed on these lines and remove these reactionary provisions from the Bill.

As regards Vindhya Pradesh I would like to say a few words, because Vindhya Pradesh has times out of number attracted the attention of the House, either on account of something said by my esteemed friend Capt. Awadesh Pratap Singh and a rejoinder from the Treasury Benches, especially from the hon. Minister of States, followed again by a crushing rejoinder by Captain Singh. These things have been going on in the House. I do not wish to enter into that controversy, but one thing I very humbly want to make clear and that is that Vindhya Pradesh was reduced from a Part B State to a Part C State only with a view to divide it and to merge it with the adjoining States of India. This move of the Government was opposed by all alike; all the public workers, all the public bodies and even Pradesh Congress Committees so many times passed resolutions requesting the Government not to merge Vindhya Pradesh. Individuals do not count, because in a population of forty lakhs there may have been a few thousand who were for merger. But majority, an overwhelming majority of the province was against merger. Fortunately that move of the Government did not materialise. Now, in all fairness we the people of Vindhya Pradesh implore the Government, request the Government, that Vindhya Pradesh should be raised to the status of a Part B State. Obstacles are pointed out that come in the way of raising it to a Part B State. We demand therefore that it should be raised to Part A State. That should be done immediately, because people were definitely opposed to the merger move though they have not revolted against it. There was no rebellion in Vindhya Pradesh. There was opposition, of course, constitutional, by some men a little out of the way. Now they demand that justice should be done to them and I hope that this point will be considered by the Government as soon as possible. Vindhya Pradesh has got a population of about 40 lakhs. It is just like P.E.P.S.U. or Saurashtra. They enjoy a higher status in the constitutional set up. We do not understand why we are debarred from enjoying that status.

Several times it has been said that there is no material in Vindhya Pradesh. I did not exactly understand the implication when the hon. Minister was pleased to say that there was no material in Vindhya Pradesh. I say in all humility that there is material.

[Shri S. N. Shukla]

There is enough material. Only, those who understand the value of the material are lacking. If there is a correct approach there are men and there is enough material which can run the administration of the Government. So on this count Vindhya Pradesh should not be debarred from enjoying democratic rights.

There are people who make much of this present position, the sad plight of Vindhya Pradesh. They say that the Government has not been able to do justice to Vindhya Pradesh. The elections are coming and these things will be at issue there. A party will come forward and say: "Look here, the Congress Government has done injustice to you. Now we are going to instal a Government at Delhi which will not be a Congress Government, and it is ready to do justice to you. Come and vote for us." Now that is the issue. What shall we say to our people? That "the Government has not done justice to you, but vote for us and now it will do justice to you"? This will not hold any ground there. So I beg of the Government not to handicap a party of workers who have always been loyal and faithful to you, who are being accused only because they have not abused you and attacked you. They are loyal to you and they should not be handicapped. We are sure that even with this position, even with these halting reforms we shall carry on and we do not care so much. But there is an argument there, there is a position there which we have to meet. If the Government sees its way to find out a way out of this difficulty and to give us the rights that are due to the people of Vindhya Pradesh, we shall be on a better plane. Then we shall be able to do what is expected of us. I will not take much time on this point, but I wish that Government will consider my request.

I once again congratulate the Government for whatever they have done. I accept them with all humility and assure the Government that we shall work these out to your best satisfaction. And there will be no ground for complaint to the Government that even these reforms, reactionary and halting as they are, were not worked out. We shall do our best. But I would also request Government to do their best so that the people of Part C States might be brought to a level at which all the other people, the whole forty crores of the people of the country, are.

Shri Deshbandhu Gupta: The Bill has reached the final stage. There is no doubt that this is a big advance and a big improvement on the Bill which was originally proposed. To that extent therefore I must congratulate the Government for having accommodated the point of view of the Part C States people. So far as Ajmer, Bhopal and Coorg are concerned, I think they have reason to feel fully satisfied, and the Government deserves the fullest congratulations so far as these States are concerned. I am happy that at least these States that have been struggling for such a long time have been given their due, and I hope the experiment will prove a success.

So far as Vindhya Pradesh is concerned, I have a feeling that Vindhya Pradesh being the biggest State among the Part C States deserves better. They will not be satisfied—my gallant friend Captain Awadesh Pratap Singh will not be satisfied—until Vindhya Pradesh is placed among the Part A States. But there are obvious limitations, and I have no doubt that the debate that has taken place on this Bill and the future events that will follow will make Government sooner than later seek an amendment of the Constitution and give the Vindhya Pradesh people the status which they rightly deserve.

As regards Delhi hard things have been said. I have already covered wide ground and I do not at this stage wish to enter into any controversial arguments. But the fact remains that the people of Delhi cannot feel satisfied with what has been given to them. If I understood the Prime Minister aright, while speaking in another place he said the other day that the main reason why Government has brought this Bill forward was that he was anxious to give those people a sensation of having got a voice in their administration. I feel and I think the Minister in charge of the Bill will agree that if we were to judge it from that point of view, so far as Delhi is concerned this Bill cannot satisfy its people and that effect is not likely to be created by what has been given. I have always conceded the point that Delhi is differently situated. In fact, I feel that perhaps from the Government point of view and even from the point of view of the people of Delhi it would have been better if Delhi were not made part of this Bill. At least Government would have received unmixed congratulations and an enthusiasm would have been created in the country that Government has done something for Part C States if

Delhi had not figured in this Bill. Most of the criticism which was made on the floor of the House was on the score that Delhi was not being given what was its due. And that created an atmosphere quite different from what it would have been otherwise. As I have said, the people of Delhi cannot help feeling discontented. More than the provisions of the Bill, which are very halting and which smack of distrust of the people, the manner in which they have been presented before the House and the arguments that have been employed by the hon. Ministers in support of their case have created a very unfortunate impression. But I must admit that even in the case of Delhi it has to be admitted that it is an advance on the position which was originally taken by the Government. In 1946, when I first raised the voice of the people of Delhi on the floor of this House, it was with difficulty that I was able to persuade the hon. the Home Minister, Sardar Vallabhbhai Patel of sacred memory, to agree to giving an Advisory Council to the people of Delhi which was practically a nominated body. There were two or three persons by indirect elections there and it had no status. Since then Government has been slowly advancing; the last Bill did not envisage any Council of Ministers or a Legislature for Delhi. Judging from that point of view, it is certainly an improvement. The Government has at last conceded the right of the people of Delhi to have a voice in their administration and manage their own affairs. Howsoever restricted that sphere may be, it is some gain and a definite gain that the right and the principle of giving autonomy even to a State where the capital of the Federation is located has been conceded by Government. I would not, therefore, hesitate to recognise that fact. But the arguments employed by hon. Ministers gave an impression that they have been shifting their ground very quickly. In fact I have a feeling that the process of loud thinking is still going on. Today, I am happy to say that, as, if this process goes on for some time more it may end into something, which may be a very desirable thing and it might satisfy the people of Delhi.

I was criticised on the floor of the House the other day by my hon. friend, Prof. Indra, who said that the point of view of the people of Delhi has really not been placed before the people during the last two years. His was a very uncompromising attitude and he said that nothing short of a full-fledged responsible Government will satisfy the people of Delhi. I am at one with him but just as I have said from the very beginning my approach has been a helpful and a constructive one. I did not like to ignore the difficulties of the Government. But, I cannot help saying that those difficulties have been exaggerated. My hon. friends do not realise that it may be good to keep the power with the Centre from the safety point of view. Have it by all means but the risk that they are running in keeping a discontented mass around them has also to be taken note of. In the words of the Prime Minister it is a running sore. If you do not keep the people satisfied, it is not a desirable thing. The political aspirations of the people of Delhi who are not a backward people are legitimate aspirations and the Government instead of thinking that the Legislature in the State of Delhi would be a rival body competing with the superior body, the authority of this Parliament, should have thought that it would be a complementary body. It would be taking over some part of the work which the Central Government has been willy-nilly forced to do so far as Delhi is concerned. If that were their approach, this feeling of distrust would not have been created and I am sure they would not have been so halting in transferring the subjects as they have been. As a matter of fact the right impulse was when they took a decision on the 4th August. I still hold and I still hope that the day will come when they will realise that in going back on that decision, they have not done the right thing either by themselves or to the people of Delhi. The people of Delhi have always been loyal to the Government and they have contributed their share to the establishment of the National Government. Of course, they rank very high in the list of rebels so far as our political history is concerned. They have always been in the vanguard and I am proud to say that Delhi has always contributed more than was expected of it in the struggle for freedom. The people of Delhi are not a backward people and so I cannot understand the argument of my hon. friend. The other day the hon. Minister said: "Well, we are not legislating for all time to come." which meant that later on by experience if they feel that this experiment is succeeding, they will part with more power. The hon. Minister in charge of the Bill was also good enough to say that under article 258, they will devolve certain powers and what has been reserved today, may not in practice be reserved so far as administration was concerned. That was good of him to have said so. I realise that is some concession to the demand that

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has been made in the course of the debate. But it would have created a much better psychological effect if instead of devolving the powers as they intend to do now, they had not imposed restrictions on the State Legislature and were satisfied with having concurrent powers for both the Centre and the State Legislature and then kept an eye on them. After all nothing would have happened if they had made the experiment without creating handicaps or obstacles in the way of the new Ministry.

An unfortunate impression seems to have been created that when I criticised the working of the various departments which are sought under the Bill to be reserved, I was criticising the hon. Ministers and the Centre's working of those departments. That was far from my mind. I wanted to present a picture of Delhi as it is today. I did not mean any reflection on them or their capacity. In fact, I made it perfectly clear. What I was attacking was the system of leaving things to be done by the Centre which are necessarily of a nature which should be handled by the local Legislature. I wish they had interpreted and seen things from that point of view and then they would have realised that the very set up of things is such that much delay occurs. It is bound to occur. I wonder if my hon. friend knows that policy decisions taken by the Government of India sometimes take years to be carried out by the local administration or by the Government of India itself. To give one example the Government of India after 1947 when there was a communal upheaval took a high level policy decision that the D.S.Ps. or Police Officers above the rank of Police Inspectors would be recruited 50 : 50 from the U.P. and Punjab. Hitherto it was all Punjab. This decision was taken about two years back, but for the simple reason that there are different rules in U.P. so far as allowances etc. are concerned than what they are in the Punjab, this decision has not yet been implemented. All that was necessary to do was to say that the U.P. rules should apply to the people coming from U.P. and the rules applicable in Punjab should be applicable to those who come from Punjab. Even on this point, I know it for a fact that there has been a correspondence for the last two years between the local Government and the Central Government and this policy decision remains a dead letter. Similarly, we have seen in a matter like the Circuit Court, for years and years, there has been a demand that there should be a Circuit Court in Delhi. A policy decision was taken and it was announced more than once on the floor of the House by the late Sardar Patel and also by the hon. Home Minister. But, for small things, it has not been established. Then, again take the tenancy legislation. I just want to point out how things will happen so that they may kindly see that if this Legislature is treated as a complementary Legislature, things will be far better. There is certain part of the State of Delhi which comes from the U.P. and the U.P. Tenancy laws are applicable to them. There are several laws passed in the U.P. during the last 30 or even 10 years. But up till today, the Tenancy Act of 1901 is applicable to that part of Delhi, although the local Government has been urging on the Central Government during the last two or three years that the latest tenancy laws should be made applicable to the people of Delhi who come from the U.P. Such things are happening today. When I urged that the delegation of powers to the local Legislature, instead of coming in their way, would have proved helpful I had these things in view. I wish they had tried to realise the force of my argument and not take it in the spirit that they have done.

My hon. friend remarked this morning that I have greater confidence in the Prime Minister. Nothing of the sort. If it is a question of confidence, I am sure—I have said so before and I repeat it now,—that left to my hon. friend, this Bill would have been quite different. I have the fullest confidence in the hon. Mover of this Bill, greater confidence than in any other person; but, unfortunately, placed as he is, he had to father a legislation which was not fully in consonance with his own views.

Shri Sidhva: Who has come in his way?

Shri Deshbandhu Gupta: Therefore, it is not a question of not having confidence in the hon. Mover of the Bill. He knows it very well. We are beholden to him very much for all that he did; but for him this Bill would not have made such advance as it has. That has been recognised more than once. So, he need not take my remarks in that light. I only wanted to submit that if this Bill is to create some psychological effect, it is only due that some such thing should be said on behalf of Government to the people of Delhi as: "Please do not take it as it is worded; do not see the dry wording of this Bill; see the spirit behind". If even at this late stage, a Government

spokesman could say, "Well, in practice it will be quite different", the people of Delhi would react differently. That is all that I wanted to submit. If the hon. Prime Minister were here, I am sure, he would have said so. I hope the hon. Mover of the Bill would be able to do so, so that the people of Delhi who have reason to feel dissatisfied and discontented over this halting measure which has been given to them, a new experiment in dyarchy, democracy or autocracy, I do not know what, may feel satisfied. Really speaking we have been asked to forget the lessons which were given to us 30 years ago in democracy and we are being made to see virtue in what was considered as evil some time ago. That is the situation. Therefore, I say, if you want the people of Delhi also to react in the same manner as the people of Ajmer, Bhopal and Coorg will react, something more has to be done.

I would like to refute one argument before I sit down, and that argument is that time is not going to make any difference. So far as Delhi is concerned, the question is not that the people of Delhi lack the capacity to run their administration. The difficulty is that the seat of Government is here in Delhi. That is the only disabling factor. When that is so, Government must try to find out a way to give them the maximum that could be given to them. I do not think that in course of time things will change. The argument that we should wait and see, does not hold good. The people of Delhi are quite capable of running their administration. They are behind no other people. Therefore, I say it would be adding insult to injury to say that we are not giving that measure of autonomy to the people of Delhi because they do not deserve it. It is no fault of theirs that Delhi is the capital of India. It is an honour to have the capital in their State. We are not blind to that; we are happy in a way. But the point is, let us not exaggerate its implications; let us see things around and trust the people. I am sure that if the approach is made in that spirit, the people of Delhi will react differently and the amount of discontent which is around us will disappear and the hon. Minister will find that the State Legislature and State Ministry will be a source of strength rather than weakness to the Centre.

With these words, I conclude my remarks and I do hope that what is said in the Bill is not the last word about Delhi, and that the Government will take steps to make it possible for the people of Delhi to accept it cheerfully. Today, as it stands, I have my own doubts whether the people will accept it and give that measure of support which the Government expect. But, I do hope that they will see to it that a proper atmosphere is created and this Bill receives a honest trial at the hands of the people of Delhi.

श्री भट्ट: माननीय उपाध्यक्ष जी, इस बिल के मुताल्लिक़ इस मौक़े पर मुझे दो तीन बातें साफ़ साफ़ कहनी हैं। जो बिल अब बन रहा है या क़ानून बनने जा रहा है उस बिल ने एक बात साफ़ तौर से बता दी है कि हमारे आदमी जब जिम्मेवारी के स्थान पर बैठते हैं तब वह जनता की आकांक्षाओं को संतुष्ट करने की कोशिश करते हैं। आपको यह मालूम है कि जब से हमारा संविधान बना, तब से चार श्रेणी के राज्य हमारे यहां क़ायम हुए हैं, एक है ए पार्ट, दूसरा बी पार्ट, तीसरा सी पार्ट और अगर अंडमन को डी पार्ट मान लें तो वह चौथा हो गया। और तब से बी और सी पार्ट वालों ने यह एतराज़ किया है कि हम में और पार्ट ए स्टेट में क्यों फ़र्क़ किया जा रहा है, और इसके लिए हम हमेशा आन्दोलन भी करते रहे हैं, सभाओं में बोलते रहे हैं, पार्लियामेन्ट में जब हमें मौक़ा मिला हम बतलाते रहे, और धीरे धीरे हम यह देखते हैं कि जो भेद था वह भेद कम होता जा रहा है, और इसका बड़ा परिणाम जो हम देखते हैं वह आज का बिल है। पार्ट सी स्टेट्स एक तरह से चीफ़ कमिश्नर के हाथ में ही रखी गई थीं। अब उन की सत्ता चीफ़ कमिश्नर के हाथ से ले कर जनता के हाथ में सौंपी जा रही है। इन पार्ट सी स्टेट्स में भी तीन वर्ग बनाये गये हैं, एक पार्ट सी स्टेट क्लास १ (Part C State class I), जैसे विंध्य प्रदेश वग़ैरह, क्लास २ जैसे दिल्ली है, और क्लास ३ जैसे कच्छ, मनिपुर और त्रिपुरा। इस प्रकार पार्ट सी में तीन पार्ट बन गये हैं। यह मैं मन्त्रियों का दोष निकालने की दृष्टि से नहीं कह रहा हूं। यहां पर हमारे पास बहुत पुराने पुराने ढांचे मौजूद हैं। जैसे

[श्री भट्ट]

एक मोटर बहुत पुरानी माडल (model) की होती है, जब वह आउट आफ़ डेट (out of date) हो जाती है तब भी उस को हम फेंक नहीं देते हैं, बल्कि उस का उपयोग करना चाहते हैं और उस के लिए पुराने पुराने पुर्ज़े कहां कहां से लाने पड़ते हैं। तथा अलग अलग ढांचे के लिए अलग अलग पुर्ज़े बनाये जाते हैं। उन में एक ही पुर्ज़ा काम में नहीं आता है। इसी तरह हमारे मन्त्रियों ने बड़ी विचक्षणता और चतुराई से काम किया है। विंध्य प्रदेश वग़ैरह को पार्ट ए म रखना चाहिये ऐसी उन की, विंध्यवालों की, इच्छा है तो दूसरे पार्ट बी वाले कहेंगे कि हम को क्यों बी में रखते हो। तो आज विंध्य प्रदेश, हिमाचल प्रदेश, अजमेर वग़ैरह को एक ढांचे में बिठाया जा रहा है और भाई देशबन्धुजी तो लाला हैं, वह तो लोकमान्य तिलक के मानने वाले मालूम होते हैं, इंद्र विद्यावाचस्पति की तरह के वह नहीं हैं। अगर उन की तरह के वह होते तो फ़ौरन कह देते कि हम को तो ऐसा नहीं चाहिए। हमें जैसे थे वैसे ही रहने दो। लेकिन लाला देशबन्धु जी कहते हैं कि एक उंगली जो थोड़ी सी मिलती है उतनी तो लेने दो, धीरे धीरे पूरा पूरा हाथ हम ले लेंगे और सारे शरीर पर क़ब्ज़ा कर लेंगे। यह एक प्रयोग है वह उसी प्रयोग को अपनाना चाहते हैं, वह एक बनिया है जो थोड़ी सी चीज़ मिलती है उसे ले लेते हैं और ज्यादा के लिए हो हल्ला मचाता है। इसी तरह से जब भी उन को मौक़ा मिलता है वह घण्टा दो घण्टा ले ही लेते हैं। और होना भी चाहिए क्योंकि और कोई रास्ता नहीं है। इसलिए उन को यह लगे कि यह निकम्मी सी चीज है, और मुझे अगर कोई पूछे कि दिल्ली को क्या दिया गया तो मैं तो यह कहूंगा कि कुछ नहीं दिया गया, खिलौना दिया गया है। लेकिन वह कहते हैं खिलौना है तो खिलौना ही सही। अगर मिनिएचर लेजिस्लेचर (miniature legislature) है तो वही सही लेकिन ले लो, जिस में कि उन का हक़ बना रहे, जिसमें कहीं कोई सख्त दिमाग़ आ कर यह न कह दे कि हम कुछ नहीं देना चाहते हैं। हमारे देशबन्धु जी यह प्रयोग नहीं करना चाहते हैं। जो कुछ दिया जा रहा है वह राजा जो की कामधेनु तो है नहीं, लेकिन नामधेनु तो है। नाम मात्र के लिए गाय देना चाहते हैं तब भी भला है। शायद चारा खा सके, और नहीं भी खा सके तो क्या? देशबन्धु जी ने सोचा होगा कि मैं तो गोपालक हूं। इसलिए जैसी धेनु मिले वैसी ही सही, मैं उस को अपना लेता हूं। आज यह कामधेनु नहीं है, लेकिन शायद यह नामधेनु कभी कामधेनु बन जाय और उन की यह बात सही लगती है। मैं मानता हूं कि उन की आशा पूर्ण हो, और जल्दी पूर्ण हो और सब मन्त्रियों को चाहिए कि उन की आशा पूर्ण होने में मदद करें। बहरहाल पार्ट सी स्टेट में इस तरह के तीन क्लास बन गये। मैं मानता हूं कि मन्त्रिगण कोई बाहर के आदमी नहीं हैं। वह समझते हैं कि आज लोगों की क्या आकांक्षा है और धीरे धीरे वह उसी तरफ़ ले जा रहे हैं, अगर हम इस तरफ़ बढ़ना न चाहते तो गत दिसम्बर से ले कर आज तक हम इस प्रकार की प्रगति इस बिल की न देख सकते। पिछली मर्तबा इस संसद् में हम ने कितनी टीकायें कीं। श्री अवधेश प्रताप सिंह जी ने इस बिल के मुताल्लिक बहुत रोष दिखलाया और मन्त्री जी ने देखा कि उन को रोष है। सिर्फ़ अवधेश प्रताप सिंह जी ही ने रोश नहीं दिखलाया बल्कि औरों ने भी दिखलाया और कहा कि बिल में कोई बात नहीं थी, तो मन्त्री जो ने उस बिल में और माल ला कर रखा जो आज हमारे सामने आया है। कोई यह कह सकता है कि यह सोने की थाली तो बना दी, लेकिन

उस में दो एक लोहे की मेख भी आ गई हैं। हो सकता है कि यह अपूर्ण हो, कितनी अपूर्णतायें हों, कोई भी आदमी पूर्ण नहीं है, बिल भी पूर्ण नहीं हो सकता है और धीरे धीरे संशोधन होते जायंगे और मन्त्रिगण उसे संशोधित करेंगे। मन्त्री जी को और हमारी सरकार को इसमें कोई दिक्कत नहीं पेश आयेगी। पहले की तरह नहीं है कि संशोधन लाने के लिए कई साल बैठे रहें। अब तो यह है कि अगर सरकार के दिल में यह प्रतीत हो जाता है कि यह संशोधन होना चाहिये तो वह फ़ौरन कर देती है और उस में कोई हिचकिचाहट नहीं होती है। यह मेरा विश्वास है। इसलिए मैं कहता हूं कि जो भी नुक्स रह गये हैं, और वह मैं ने जब मैं संशोधन पर बोल रहा था तब बता दिया था। मैं उन को फिर से दोहराना नहीं चाहता हूं। मैं यह ज़रूर जानता हूं कि हमारे मन्त्री जी इस चीज़ को ध्यान में रखेंगे कि जैसे जैसे यह बिल कार्यान्वित होता जायगा और उसमें न्यूनतायें दिखलाई पड़ेंगी वैसे वैसे उस में संशोधन वह ज़रूर करेंगे। मैं इस के साथ यह कहना चाहता हूं कि हो सकता है कि किसी को यह मालूम हो कि सरकार बहुत धीरे धीरे आगे जाती है, या किसी को मालूम हो कि यह सरकार प्रतिगामी है लेकिन मैं कहता हूं कि वह हमेशा सोचने के लिए तैयार रहती है। कोई भी चीज अगर खराब होती है या खराबी करने जा रही है तो उस को सुधारने के लिए वह तैयार रहती है, हमेशा तत्पर रहती है और यही सरकार का एक लक्ष्य होना चाहिये, प्रोग्रेसिव (Progressive) सरकार का लक्षण होना चाहिये और वह हमारी सरकार का लक्षण है। इसलिए मैं धन्यवाद देना चाहता हूं कि जो बिल, जो खाका, जो नक्शा इसमें बतलाया गया है, जो भी चीज हमारे सामने आई है वह अच्छी है। मैं इस विषय पर बहुत बोलना नहीं चाहता हूं। लेकिन जब मैं सरकार को धन्यवाद दे रहा हूं तब मेरे दिल में जो चीज चुभती है और उसे भी कभी कभी कह भी डालता हूं, वह आबू और आबू रोड की है। मैं मानता हूं कि सरकार उस अन्याय को भी जल्दी ही दूर करेगी। और मैं इस की आशा करता हूं।

तो मैं इस धन्यवाद के साथ माननीय मंत्री जी को एक दो चीज़ों की याद दिलाना चाहता हूं। वह यह है कि जो चीफ़ कमिश्नर आई० सी० ऐस० (I.C.S.) हैं, इनके बारे में अलग अलग मत हैं। जैसा मैं ने कहा था हमारे भाई अवधेश प्रताप सिंह जी उन से भड़कते हैं और हमारे दूसरे भाई उन से संतुष्ट हैं और वह कहते हैं कि उन से काम बन सकता है और उन से काम लेना चाहिये। मैं भी मानता हूं कि इन से काम लिया जा सकता है। आखिर यह आई० सी० ऐस० हैं कहां के? वे भी तो हमारे ही हैं। अगर वह ठीक नहीं चलेंगे तो हम उन को ठीक चलायेंगे। अगर वह हमारी सच्ची बात भी नहीं मानेंगे तो हम यहां मंत्रियों के पास आयेंगे और उन को परेशान कर देंगे और लड़ते ही रहेंगे और कहते रहेंगें कि यह आई० सी० ऐस० प्रतिगामी तरीके के हैं और इन को नहीं रखना चाहिये और मुझे आशा है कि वह उन को नहीं रखेंगे। आखिर वह भी हिन्दुस्तानी हैं और आज स्वराज्य के ज़माने में उन्हें भी हिन्दुस्तान को संभालना है। चाहे पहले उन का रवैया कैसा भी रहा हो पर उन को अब अपना रवैया बदलना पड़ेगा और अवधेश प्रताप सिंह जी को भी वह संतोष दे सकेंगे ऐसी मेरी आशा है।

दूसरी बात यह है कि चीफ़ कमिशनर भी कोई पबलिक मैन (public man) हो इस के लिए भी उन को (मन्त्रियों को) कोई न कोई तरीका निकालना चाहिये।

[श्री भट्ट]

वह कोई एक आध आदमी ऐसा लायें जो पबलिक मैन में से चीफ़ कमिश्नर बनाया जा सके । इस से लोगों को और संतोष होगा और वह कहेंगे कि यह और एक अच्छी बात आप कर रहे हैं । मैं यह नहीं कहता कि यह सब कल ही हो जाये लेकिन इस को ध्यान में रखा जाय क्योंकि राजाजी ने यह आश्वासन दिया है और कहा है कि हो सकता है कि पबलिक मैन में से भी चीफ़ कमिश्नर हों।

दूसरी बात यह है कि यह प्रयोग डायार्की (dyarchy) का है । इस में एक मियान में दो तलवारें रहती हैं । लेकिन यह हमारी अहिंसक तलवार है और मैं ने यह भी देखा है कि ऐसे म्यान भी होते हैं कि जिन में दो दो तलवारें रखी जा सकती हैं । यह स्वराज्य टाइप की डायार्की (Swaraj Type dyarchy) है और मैं मानता हूं कि वह लाभदायक होगी नुकसानदेह नहीं होगी ।

तीसरी बात मैं यह अर्ज़ करूंगा कि यह जो मनीपुर, त्रिपुरा और कच्छ की सी० स्टेट्स हैं यह क्लास सी० स्टेट्स में थर्ड क्लास की स्टेट हो गई हैं । अगर आप इन को और कुछ नहीं देना चाहते हैं तो कम से कम उन को आप एडवाइज़र्स (advisers) तो जल्दी से जल्दी दे दीजिये जो कि कल परसों ही से वहां काम करने लग जायें । इस से वह यह अनुभव करने लगेंगे कि औरों को तो लैजिस्लेचर (Legislature) मई या अप्रैल से मिलेंगे लेकिन हम को तो एडवाइज़र अभी से मिल गये । और हम को काम करने का मौक़ा मिल गया । और अगर वह चीफ़ कमिश्नर के साथ बैठकर काम करने लग जायेंगे तो उन्हें संतोष होगा ।

यह कहते हुए मैं फिर से अपने मंत्रियों को और खास तौर से माननीय गोपालस्वामी आयंगर जी को धन्यवाद देता हूं । जिस रूप में उन्हों ने यह संशोधित बिल हमारे सामने रखा है और जिस तरह हम को संतोष देने की उन्हों ने कोशिश की है उस से मैं आशा कर सकता हूं कि इस में जो कुछ नुक्स रह गये हैं उन को भी वह आगे जाकर ठीक कर देंगे और विशेष संतोष देने की कोशिश करेंगे ।

(English translation of the above speech)

Shri Bhatt (Bombay): I have plainly to state two or three things in connection with this Bill on this occasion. The Bill, that is being passed into a law now, has left no doubt that when our representatives assume posts of responsibility they try their best to meet the aspirations of the people. You know that all the States have been divided into four categories since the adoption of our Constitution. These are Part A, Part B and Part C States and if Andamans would be considered as a Part D State, it would be the fourth category. From that very day the people from Part B and Part C States have begun to complain as to why they have been subjected to discrimination as against Part A States people. We have been always agitating against this discrimination, have raised our voice against it in the meetings and assemblies and whenever we had an opportunity, we expressed our objection to it in the House; and now, gradually we find that this discrimination is being lessened and the most significant result of our endeavours we find in this Bill. Part C States in a way were kept under the Chief Commissioners' rule. Now sovereignty is being transferred from the Chief Commissioner to the people of those States. As a matter of fact these Part C States have been further classified into three groups. One is that of 1st class part C State such as Vindhya Pradesh etc., the other is that of 2nd class part C States such as Delhi and the last is of 3rd class part C States such as Kutch, Manipur and Tripura. So, this is the further classification of Part C States. I do not say all this in order to find faults with the hon. Ministers. We have very old models of various things here. Take for instance the case of a motor car of an old model: when it becomes out of date we do not

throw it away but, on the other hand, try to make use of it and try to fetch spare parts from far and wide. Again, spare parts of various types are manufactured for different models. We do not use only one type of spare parts in different models. Looking from this angle our hon. Ministers have handled the matters with tact and farsightedness. The people of Vindhya Pradesh are ambitious that their State should have a place in Part 'A' group, but if it is done the other Part 'B' States would raise objection as to why they have been placed in the Part B States group. So Vindhya Pradesh, Himachal Pradesh, Ajmer and other areas are being brought in line. Our brother Shri Deshbandhu is a '*lala*'; he seems to be a follower of Shri Lokmanya Tilak and is not like Shri Indra Vidyavachaspati. Had he been like him he would have at once declared that they did not want anything like that, and that they should be left as they were. But Lala Deshbandhu is of the opinion that if they get only the tip of a finger, they should take hold of it, and gradually they would be able to take hold of the whole hand and then of the whole body. This is an experimental measure and he wants to accept it. He is a *Bania* who receives whatever little he gets and agitates for more. In the same way, he takes an hour or two of the House whenever he gets an opportunity. And, in fact, there is no other way but to do like that. So, according to him it is a poor thing and if somebody were to ask what has been given to Delhi, I would at once reply that they have not been given anything better than a toy. But he says 'Never mind if it is only a toy. Let it be a miniature legislature, but let us accept it so that we may have at least some voice and we should not irritate the authorities so much that they might decline to give us anything'? Our friend Shri Deshbandhu does not want to take any risk. What is being given to you by Rajaji is not the cow that fulfils all your desires, but it is a cow all the same. According to him even if it is only a nominal cow, we should accept it; never mind if it does take fodder or not. Perhaps Shri Deshbandhu Gupta might have thought that he was a cow-herd and that he should accept any cow that is given to him; and though it may not be a *Kamdhenu* at present, it may improve from a nominal cow to a *Kamdhenu* at a later date. His expectations may come out true. I wish his expectations may materialize at an early date; in fact all the Ministers should help him in this mission. Anyway Part C States have been further classified into three categories. The hon. Ministers are no outsiders. They realize the aspirations of the people and gradually lead them to their fulfilment. If we did not want to make any headway in that direction, this Bill would not have made the progress it has made since December last. Last time lots of comments were made on it in this House. Shri Awadesh Pratap Singh expressed his deep indignation against the Bill and the hon. Minister also noted it. Not only he but others too expressed their indignation and said that there was nothing worthwhile in the Bill, with the result that the hon. Minister put some more material into it which has come up before us now. Some members say that it is no doubt a golden plate but there are one or two iron nails in it. Maybe it is not perfect and it has some drawbacks, but, then, nobody can be said to have attained perfection. This Bill too cannot be perfect; it would be amended by and by. The hon. Minister or our Government would not feel any difficulty in doing so when the occasion arises. Things are not as they were in the past when it took several years to move an amendment. Now the position is that if the Government thinks that this amendment should be made, they do it at once; they have no hesitation in doing so. This is my belief. There may be certain drawbacks in it as I have mentioned in my speech. I do not want to repeat them. Of course, I believe that the hon. Minister would keep this factor in his mind that after the Bill takes its final shape he would move the necessary amendments whenever its drawbacks come to light. At the same time I would like to say that it is possible that some persons may accuse the Government of moving slowly and some may label it as reactionary, but I say it is always considerate. They are quite prepared to rectify any mistake that is likely to do harm and in fact this should be one of the qualities of a Government; this should be one of the qualities of a progressive Government. I appreciate that this is one of the qualities of our Government. I congratulate them, for the outline or the picture that they have presented to us, is certainly heartening. I do not want to speak more on this Bill. But while I congratulate the Government something pains my heart and sometimes I am unable to do without expressing it. It is about Abu and Abu Road. I believe and hope that the Government would put an end to that injustice at an early date.

I would like to remind the hon. Minister of one or two things while

[Shri Bhatt]

congratulating him. The Chief Commissioner is an I.C.S. man and there are different opinions about him. As I have said my friend Shri Awadesh Pratap Singh is indignant at this appointment while our other friends are satisfied with it. They say if any work can be taken from them, it should be taken. I too think that work can be taken from them. After all wherefrom have these I.C.S. people come? They are no outsiders but persons from our fold. If they would not follow the right path, we shall make them follow it If they would not listen to us in spite of our being right we would approach the hon. Ministers, would harass them, would agitate against them and would say that the I.C.S. people are reactionary and should not be allowed to continue and I hope the Government would certainly listen to us and would remove them from there. After all they too are Indians and now when India has become independent they too are expected to play their role in its development. Whatever their attitude might have been in the past, they will have to change it now for the better and I hope they would come up to the expectations of Awadesh Pratap Singh as well.

The next thing is that the hon. Ministers should try to find out some means to appoint public men to Chief Commissioner's posts. They should find some public man who could be appointed as a Chief Commissioner. People would be more satisfied with that and would appreciate it. I do not say that this suggestion should be worked out just tomorrow; what I mean to say is that this should be kept in view because Rajaji has given the hint of an assurance that the Chief Commissioner may be a public man.

Secondly, this is an experiment in dyarchy. It would be like keeping two swords in one sheath. But our sword is that of non-violence, and I have seen such sheaths as well which can contain two swords at a time. This would be a dyarchy of the Swaraj type and I believe it would not be harmful in any way, but, on the other hand, would prove beneficial.

The third thing which I would like to submit is that Manipur, Tripura and Kutch would be third class part C States now. If you cannot give them anything, at least give them the right to have advisers as soon as possible so that they may start this work in the near future. By doing so they would feel that while others would have legislatures in the month of April or May, they have got the right to choose their advisers just now and that they have an opportunity to work here and now. And, if they would get a chance to sit and work out things with the Chief Commissioner, it would be a matter of satisfaction to them.

With these words, Sir, I thank the hon. Ministers in general and the hon. Shri Gopalaswami in particular. The manner in which he has sponsored this Bill and tried to satisfy us, leads me to the expectations that whatever defects may have remained in the Bill, he would try to remove them in future and would try to do so in a satisfying manner.

ठाकुर लाल सिंह : उपाध्यक्ष महोदय, आज जब कि यह बिल समाप्ति पर आ रहा है और हमारे अधिकतर सदस्यगण संतुष्ट से नज़र आ रहे हैं तो मैं भी भोपाल की ओर से कुछ अर्ज़ कर देना चाहता हूं।

बात यह है कि हमारे मिनिस्टर साहब ने शुरू से ही भोपाल के लिये जो कुछ किया है उस को मैं उन के ज़्यादा निकट रहने के कारण जानता रहा हूं और मैं उन को सचमुच अपनी ओर से और भोपाल की ओर से धन्यवाद देता हूं कि भोपाल के विषय में उन्होंने इतनी दिलचस्पी ली है। भोपाल के मर्जर (merger) के बारे में भी आप से जितना प्रयत्न हो सका आप ने किया और अब भी वायदा किया है कि वह इस में जो कुछ हो सकेगा करते रहेंगे। मैं जो भोपाल के मर्जर की बात बराबर कहता रहा हूं इस का कारण यह है कि भोपाल एक इतना छोटा सा इलाक़ा है कि मुझे विश्वास नहीं है कि वह अलग रह कर अपना खर्चा चला सकेगा। वरना कोई भी अपने अस्तित्व को खोना नहीं चाहता। यहां हमारे होम मिनिस्टर साहब की तरफ़ से यह कहा गया है कि छोटे इलाक़े बहुत अच्छा काम कर सकते हैं। लेकिन मैं यह मानता

हूं कि वह इतने छोटे भी न हों जैसा कि भोपाल। फिर भी अगर यही अच्छा समझा जाता है कि यह अलग ही रहे तो मैं यह अर्ज करूंगा कि इस में भी कोई ज्यादा कठिन बात नहीं है। आप या तो मध्य भारत में से कुछ हिस्सा ले कर के या इन्दौर में से कुछ हिस्सा ले कर भोपाल में जोड़ दीजिये और इस को छोटा मालवा बना दीजिये। यह बहुत ही अच्छा होगा और इस से सब लोग बहुत संतुष्ट हो जायेंगे। यह फिर पुराने जमाने के मालवे की तरह हो जायगा और इस तरह मैं समझता हूं कि हमारा मध्य भारत से या और किसी से फिर झगड़ा भी नहीं रहेगा। परन्तु ऐसा करने में तो काफ़ी समय लगेगा।, लेकिन जब तक ऐसा नहीं हो सकता है तब तक के लिये मैं ने एक तजवीज़ गवर्नमेंट के सामने रखी है। मैं नहीं समझता कि उस के इमप्लीमेंट (implement) करने का रास्ता आसानी से निकल सकेगा। वह तजवीज है इन्दौर या ग्वालियर को राजधानी बनाने के मामले में। दोनों ने अपने २ दावे इतने ज़ोरदार तरीक़े से पेश किये हैं कि उन की निपटाना मुश्किल हो रहा है। तो इस के लिये एक सीधा साधा रास्ता यह है, जैसा कि मैं ने कुछ दिन पहले भी कहा था, कि भोपाल को राजधानी बना दिया जाय। ऐसा करने से यह मामला बहुत आसानी से सुलझ जायगा और इन्दौर और ग्वालियर दोनों में से बहुत से इस पर राज़ी हैं और वह संतुष्ट हो जायेंगे न केवल इसलिये कि उन की आपस की रायवेलरी (rivalry) मिट जायगी बल्कि इसलिये कि भोपाल में बिल्डिंग्स (Buildings) हैं और इसलिये कि वहां की पहाड़ी जमीन है और जिस चीज़ की नींव वहां डाली जाती है वह मज़बूत हो जाती है, जैसे कि आप का ग्रो मोर फ़ूड (Grow More Food) का काम वहां कितना अच्छा चला। तो जो नींव भोपाल में डाली जायगी वह मज़बूत होगी। इसलिये अगर चुनाव के कुछ दिन पहले या कुछ बाद ही आप भोपाल को राजधानी बना देंगे तो यह झगड़ा मिट जायगा। बहरहाल यह मेरी तजवीज़ है और आप की प्रसन्नता से यह मालूम होता है कि आप इस तरफ़ ध्यान भी देंगे और शायद इस में मुझे सफलता मिलेगी।

लेकिन अगर यह न भी हो सके तो जो कुछ हमें दिया गया है उस से ज़्यादा की हम आशा नहीं कर सकते थे। मौजूदा हालात में जो कुछ भी हमें मिल सकता था वह आप ने ज़्यादा से ज़्यादा प्रयत्न कर के हमें दिया है और मैं नहीं समझता कि जब तक कि कांस्टीट्यूशन (Constitution) न बदला जाय आप हम को इस से ज़्यादा दे सकते हैं।

एक बात अलबत्ता है जिस का मुझे डर है और वह यह है जो कि डायार्की (dyarchy) में रहता है। हमारे यहां के बहुत से आई० सी० ऐस० (I.C.S.) बहुत अच्छे हैं। मैं जानता हूं कि भोपाल के चीफ़ कमिश्नर साहब और कच्छ के चीफ़ कमिश्नर साहब और दूसरी जगहों के चीफ़ कमिश्नर यह कोशिश करेंगे कि जनता को निभा ले जायें। इसी तरह बहुत सी जगह की जनता इतनी अच्छी है कि वह मिलजुल कर काम करने का प्रयत्न करेगी। मैं समझता हूं हमारे भोपाल में झगड़ा नहीं उठेगा और हम लोग उन से मिल कर काम करने की कोशिश करेंगे और इस को निभायेंगे लेकिन हो सकता है कि कहीं कहीं कुछ कशमकश हो। हो सकता है कि कहीं चीफ़ कमिश्नर साहब को अपने प्रेस्टिज (prestige) का ख्याल हो और इस बात का ख्याल हो कि मैं इतना पढ़ा लिखा और इतनी सरविस (service) वाला आदमी हूं और

[ठाकुर लाल सिंह]

यह तीन दिन के आदमी मुझे कैसे अच्छा मशविरा दे सकते हैं, जो चीज़ में कहता हूं वह ज़रूर सही होगी। अगर कहीं ऐसी बात हो और यह मामला स्टेट मिनिस्टर (Minister of State) साहब के सामने आवे तो वह इसको यह कह कर न निपटा दें कि हमारे चीफ़ कमिश्नर का तो यह कहना है लेकिन वह यह देखें कि कभी कभी नये होने पर भी पबलिक मैन (Public man) का तजुर्बा ज्यादा होता है क्योंकि उन का सम्पर्क पबलिक के साथ होता है और वह ज्यादा ठीक राय दे सकता है। अगर आप इस तरह से काम करेंगे तो झगड़ा भी कम होगा और जनता भी संतुष्ट रहेगी और पबलिक को भी ज्यादा फ़ायदा होगा। यह एक ऐसी बात है कि जिस को ध्यान में रखने की स्टेट मिनिस्टर साहब को ज्यादा जरूरत है और अगर इस बात पर ध्यान दिया गया तो बहुत अच्छा काम होगा। तो मैं फिर आप से यही कहना चाहता हूं कि आप ने भोपाल को जो कुछ दिया है वह बहुत ज्यादा दिया है और उस के लिये सारा भोपाल आप को धन्यवाद देता है। केवल यह बात और कहनी है कि अगर इस को अलग रखना है तो इस के साथ कुछ और इलाक़ा मिला दिया जाय ताकि यह अपना खर्चा चला सके और सेल्फ़ स्पोर्टिंग (self-supporting) हो जाय।

इस के बाद एक और बात है जिस का मुझे डर लगा हुआ है और जिससे मुझे नुकसान पहुंच सकता है। मैं ने यहां सुना है कि अब तो भोपाल को अलग किया जा रहा है तो यह जो अब तक सेंटर (centre) से रुपया लेता था उस का लेने का अब इस को क्या हक़ है।

अगर इस क़िस्म का विचार आप ने किया तो यह हमारे साथ ज्यादती होगी यह हमारे साथ बड़ा अत्याचार होगा। इन दो तीन वर्ष में आप ने जो भोपाल को सहायता दी है उस से हम काफ़ी आगे बढ़े हैं। हमारा एजूकेशन का बजट (Educational Budget) तीन लाख से इस साल १६ लाख हो गया है। खेती में भी बहुत सी ज़मीन जो पड़ती पड़ी हुई थी वह सब अब आबाद होती जा रही है। लेकिन अगर आप ने अपनी मुट्ठी खींच ली और कहा कि अब आप अलग हैं, हमें आप को कुछ नहीं देना है, तो इस से तो हम वैसे ही अच्छे थे। तो मुझे आशा है कि आप ऐसा नहीं करेंगे और अपने सब डिपार्टमेंट्स (Departments) को कहेंगे कि हालांकि आप की निगरानी चाहे कुछ कम हो गयी हो लेकिन जो इमदाद आप देते रहे हैं वह बाक़ायदा क़ायम रहे। आप के और विभागों ने तो काफ़ी सहायता दी है लेकिन जो मैडिकल और हैल्थ का डिपार्टमेंट (Medical and Health Department) है उस से हमें इमदाद कम मिली है जिस की वजह से हम जो अस्पताल खोलना चाहते थे वह नहीं खोल सके। तो हैल्थ (Health) विभाग से भी इसी तरह सहायता मिलती जैसी कि औरों से मिली है तो ज्यादा अच्छा होता। वहां मलेरिया (Malaria) भी ज्यादा होता है, इसीलिये वहां कुछ ज्यादा रुपया दिया जाय तो यह और भी ज्यादा मुनासिब होगा।

(English translation of the above speech)

Thakur Lal Singh (Bhopal): Today when this Bill is in its final phase, most of the Members look satisfied and I too take the occasion to say a few words on behalf of Bhopal.

As a matter of fact I have been in close touch with what the hon. Minister did for Bhopal from the very beginning and I certainly congratulate him on my own behalf and on behalf of the people of Bhopal for all that he has done. So far as the question of the merger of Bhopal is concerned the hon. Minister has tried his best in this direction and has promised that he would be doing whatever he would

be able to do from time to time. Why I have been constantly urging for the merger of Bhopal is that Bhopal is such a small State that I do not believe it can meet its expenditure so easily; otherwise nobody would like to put an end to his own entity. The hon. Minister of Home Affairs has said in the House that small areas as well could do good work. But at the same time I feel that they should not be as small as Bhopal. If, however, it is considered desirable that it should retain its separate entity, I submit that there is no great difficulty in that either. Take a slice from Madhya Bharat or from Indore and integrate it with Bhopal and form a State which would be called Chota Malwa. This would be very good and people would be much satisfied. It would become Malwa of old times and in this way I think we shall have no grudge with Madhya Bharat or any other State. But this will take a fairly good time to accomplish. Till then I put forth another proposal; I do not think it would be easy to find out a way to implement it. The suggestion is with respect to the question whether Indore or Gwalior should be made the capital of Madhya Bharat. Both the parties have presented their cases with so much of vehemence that it has become difficult to settle this matter amicably. The simple way to settle this question, as I submitted some days back, is to make Bhopal the capital of Madhya Bharat. The problem would be amicably settled by doing so and most of the people from Gwalior and Indore would not only agree to it but also would be satisfied with it, not only because it would put an end to their rivalry but also because there are several spacious buildings there which can be utilized. Moreover the soil there is hilly and if you lay the foundation of anything there it would be a firm foundation —just as you have seen in the case of the Grow More Food Campaign. Therefore, if you lay the foundation stone of anything in Bhopal it would be of a lasting nature. So the whole dispute would disappear if you declare Bhopal as the capital of Madhya Bharat before holding the elections there. Anyway this is my suggestion and from your favourable attitude it seems that you will consider it and perhaps I may have some success.

But even if it does not materialize we admit that whatever has been given to us is up to our expectations and we could not expect more than this. Under the present circumstances you have done your utmost in giving us what was possible and I do not think you are in a position to give us more unless the Constitution is changed.

Nevertheless there is one thing which I fear, and that is dyarchy. A number of I.C.S. people we have are really good. I know the Chief Commissioners of Bhopal, Kutch and other several places would try to seek the co-operation of the public. In the same manner, people at several places are so good, that they would try to co-operate with the Government. I think no dispute would ever arise in Bhopal, we would try our best to co-operate with him and would work out things. But it is possible that there may arise difficulties at certain places. There is also a possibility that at certain places the Chief Commissioners may seek refuge under their so-called prestige and may think that they are men of knowledge and experience and may feel it below their dignity to seek advice of the people's representatives, whom they may regard as being of petty stature and incapable of giving proper advice. If such a situation arises and the matter comes up before the hon. Minister of States, he should not dispose it of merely by saying that the Chief Commissioner alone has the final say in that particular matter; but on the other hand he should keep in view that though the public men are new to administrative matters, they are more experienced because of their constantly being in contact with the masses and as such they are in a position to give the right advice at the right time. If you would work out things on these lines disputes would lessen; the people too would be satisfied and they would benefit by it. This is a thing which the hon. Minister of States should keep in mind and if he would consider it, it would be really very good. Hence I submit that whatever you have given to Bhopal is more than sufficient and the whole of Bhopal is grateful to you for all that. I have to say only one thing more and it is that if you have to keep its separate entity some more area should be integrated with it so that it may be able to meet its own expediture and should be self-supporting.

There is one thing more which I fear and which may land us in trouble. I have heard whispers here that when Bhopal is being separated, what right has it got to receive subsidies from the Central Government any more.

If you think like that it would be unfair to us, it would be the height of injustice. Whatever subsidies you

[Thakur Lal Singh]

have given to Bhopal during the last few years have helped us much in our progress and development. Our educational budget has gone up from three lakhs to sixteen lakhs this year. All the waste lands are being brought under cultivation. But if you were to withdraw your helping hand and say that we have a separate entity now and as such you have nothing to give us, I would readily submit that we were in a better position then as compared to the present. So I hope you would not do like that and at the same time would advise all the departments that though their supervision has become somewhat lax, the assistance should continue. All the departments of the Government of India have given sufficient assistance to us but we have received very little help from your Medical and Health Department, with the result that we could not open the Hospital which we proposed to open. It would have been better if we would have received assistance from the Health Department in the same manner in which we received from the other departments. Bhopal is a malarial area and if some more money could have been earmarked for prevention of malaria, it would have been all the better.

Dr. Deshmukh (Madhya Pradesh): This Bill has been debated for a very long time and various modifications have taken place from stage to stage. Many Members who had opposed the Bill vehemently have now offered their congratulations and thanks to the Government. In spite of a careful study of the whole matter and listening to the arguments advanced in favour of the Bill, I am unable to make up my mind to support the Bill or welcome its passing into an Act. I for one do not feel that the Government has exhibited any process of logical thinking or a permanent or prudent policy of administration. On the one hand it has been said that we must look to the aspirations and wishes of our people; we are now even solicitous of the aspirations of even a small group of people (as small as one and a half lakhs) and on the other, we are not prepared to take into account the well known wishes of far larger areas and larger populations. If we want to give to the people the administration they require there is a clear case for separating Indore and Gwalior, there is a clear case for restoring the Baroda State to its former position, not under the Maharaja, but under a democratic responsible Government, there is a clear case for separating the Marathi-speaking areas of Madhya Pradesh from the Hindi-speaking areas, because they have always been complaining that their interests are being subjugated and suppressed. There are also many other areas which are demanding their own separate units of administration. This sympathy which is expressed now is contrary to the policy of the Government of India pursued so far of merging wholesale areas, without a shade of consideration not for the people whose interests were suffering but even of the common man. I do not know how far the Minister has tried to assess the wishes of the people or how they feel about the administration in many areas, which were previously Indian States. I can tell him that there is a very great deal of dissatisfaction in those areas because their interests have not only not been protected but have suffered a great deal. On the one hand we have merged big States covering vast territories and lakhs of people and on the other we are now carving out independent States and raising hopes in people's minds as if it is possible for Government to revise their policy. If it is possible for the Government to say that they are going to pursue that policy I would have had no objection, as it would have led to greater satisfaction among the people. Various units are under this Bill, being given some sort of a semi-autonomous administration. The people will naturally feel that they are going to be permanent independent units. But this expectation would be soon defeated because in the same breath almost they are told that there is no knowing when they will be merged. This is a wholly unsatisfactory attutude 11 A.M.

When we decided to give certain rights to the people in these units and areas we should have done it generously. But we have been so halting. I very often wondered whether the hon. Minister of States was not speaking as the former Secretary of State for India living in London. In many respects, whenever he opposed the amendments and suggestions from my friends belonging to Part C States, it did appear that he had no confidence in the people who were going to administer themselves, and he very often quoted things and made statements which were so very often made by the Secretaries of State for India, such for instance as the declaration of progressive realisation of self-Government. I think this is neither here nor there. If it was decided that these units should be separate administrative units and

should have some sort of responsible Government, then they should have been given full responsibility. After all, since the territory as also the population in each case is so small, that no harm would have come even if the responsible Government there had failed; when we are in a position not to tolerate the slightest misrule in a State like Punjab and we can quietly take it over in the twinkling of an eye, I do not see what difficulty there could have been to trust the people of Ajmer or of Delhi with a greater amount of self-rule and if it did not function properly to take over the administration.

There has been a very lengthy argument so far as Delhi is concerned, and when my friend, Mr. Deshbandhu Gupta pointed out how the Central administration of Delhi was defective the reply was made by Shri Rajagopalachari that he should not have attacked the Central Government and found fault with it. And while saying that the hon. Member need not have criticised the Central Government, what was the hon. Minister himself doing? He was condemning the people of Delhi as unfit for self-rule without having given them any chance. Was it fair? After all, when Shri Deshbandhu was criticising the Central Government, he had facts and figures; he gave us detailed arguments as to why he thinks the government of Delhi by the Central Government was extremely unsatisfactory and said that the dissatisfaction which prevails is as a result of the inefficiency of the Central Government so far as this area is concerned. On the other hand, Delhi is an advanced part of India which could have been given full responsible Government; if we really wanted to trust the people and to fulfil their aspirations, the logical conclusion should have been to give them a fuller measure of self-Government and to give them free scope to govern themselves.

For all these reasons, I am absolutely unable to see what my hon. friend is seeking to gain by still persisting in getting this Bill passed. We in this House are so minded that even if we do not like a thing we do not wish to oppose it. I am sure whatever compliments have been offered, whatever thanks given, are not from the bottom of the heart. They do not want the situation to be worse. Mr. Deshbandhu does not want that there should be any grudge or any ill-feeling between him and the Minister of States because after all he will have to work in co-operation with him when the Act starts operating. Shri Gokulbhai Bhatt, I think, gave us some indication as to why he thanked the Minister and congratulated him—he has got something pending about Abu Road; that was the reason I think he thanked him. He thinks he can gain something by doing so. My friend who spoke last also hoped that the Government will continue to subsidise his State in the present liberal manner from the other parts of the country. Just as he has got 16 lacs for education from Centre for his own mere 3 lacs he wants similar funds for health department of Bhopal. But every one of these gentlemen are as a matter of fact opposed to the Bill; they do not like its provisions because on the one hand they are halting and on the other the threat of merger is not altogether removed—I hope my hon. friend will understand what these congratulations and thanks really meant. I have not been able to discover any group of Members in this House who have really liked any of the provisions of this Bill. "Something is certainly better than nothing", and from that point of view even a half-*pundit* will not reject whatever is available. But that is the only way in which most Members are looking at it—none of them are really satisfied. It has been once pointed out that our idea is to give these people a sensation that they are going to be governed in a democratic fashion. I am afraid if we raise hopes and promise certain people a certain sensation and yet decide to give them much less than what they expected. They are bound to be sorely disappointed. They will therefore not get the sensation they aspired to get. The resultant, disappointment and frustration would be far worse than the prevailing dissatisfaction. I would have very much liked if these various States were to be continued as independent political entities and complete self-Government introduced in them with as few restrictions as possible. But the Government did not do so. Government should not have kept themselves in this attitude of uncertainty and indecision. It can give credit to no Government which says: "For the present we are not thinking of merger, but there is nothing to prevent a merger when we think of it and probably bring it about." And when we point out that instead of solving problems you are creating obstacles and difficulties that will stand in your way later, they feel they are strong enough to resist any demands, any criticisms. From all these points of view, I think this is not a very prudent decision, and it is bound to raise a great deal of

[Dr. Deshmukh]

trouble. I wish to warn the Government. Because you express sympathy for such small areas which are less than a *tehsil*—Coorg is not even equal to a *tehsil;* there are big *tehsils* in India and Coorg I think will be about one-fourth of a big *tehsil,* an area fit to be governed by a Revenue Inspector and no better, whose salary is no more than Rs. 75 p.m. And such a State you are going to call an independent unit, and you are going to have a Speaker, a Deputy-Speaker, and all these things—these are all absolutely not in consonance with any prudent policy that should be followed so far as the distribution of territories into administrative units is concerned.

My friend, Mr. Gokulbhai Bhatt made a suggestion, as a sort of a desperate attempt of saving the last bit from the fire. He said, for Heaven's sake let us have at least some Chief Commissioners who will be drawn from the public life. In many respects, our hon. friends who occupy the Treasury Benches are fond of, and have a considerably high opinion of things British; not only do they follow policies which have been found wanting when we were striving for our freedom, but they have on the whole a liking for the many things the British did. But they fail to follow just where they should. In this respect of appointment of Chief Commissioners and Governors they should not have really followed a different policy. It may be recalled that the British Government never appointed a service man as Governor or Governor-General. Yet free India cannot it seems make a better choice; in a population of thirty-six crores they are unable to discover twenty or even ten people who can be trusted to govern the States or fit enough to be Advisers or Chief Commissioners. I think even at this late stage it might be made a rule that Chief Commissioners and heads of States should never be service people; they should be taken from among the non-official men. I have no quarrel with the I.C.S. people and I do not share the distrust that some Members express nor do I agree with the condemnation that sometimes is offered on the floor of the House. I have very great regard for them and I know their patriotism is unquestionable. But all the same there are offices which they are holding, quite big offices, quite high salaried. And they do not aspire to be heads of States. Under these circumstances the British policy ought to be followed even in this respect if it is followed in so many others, and the Chief Commissioners and heads of States should be drawn from public life and not from the services.

Shri Sidhva: During my experience in this House I have never come across the type of views that have been expressed on this Bill by hon. Members. Even those who have accepted and welcomed it have done so, not wholeheartedly—nor even half-heartedly, but with long and big reservations. Some have opposed it wholesale and some have partly accepted and partly opposed it. The hon. Minister should see what would be the ultimate fate of such a Bill. No doubt, this Bill will be passed into law but may I very humbly ask him whether he really feels happy over this measure? Does he like the comments and suggestions which have been made? I am very much perturbed and disturbed at tiny units being made into States. With all the responsibility I command as an ordinary Member, I think the Government is going on the wrong side. They will be very sorry for taking this step. The hon. Minister will have to come back within a short time to give similar status to Kutch, Manipur and Tripura. He cannot resist the demand from those units. I would not also be surprised if my hon. friend Shri Gokulbhai Bhatt wants Abu Road to be made into a separate State. And if he does, with what face can the hon. Minister say 'No'? You have established a kind of principle which others are going to insist upon being followed. The hon. Minister gave us the assurance that he will work for merger. But I am sure that he will not succeed hereafter, having given these people Legislatures, Governors, Speakers and Deputy-Speakers. There will be very strong opposition from them to merger after the Assemblies are formed. In regard to Himachal Pradesh and Vindhya Pradesh, I have nothing to say against his action, but in regard to the others he should have waited and allowed to continue as small units, and finally merged them. In regard to Delhi they wanted to give powers in the proposed Municipal Corporation Bill. There was reluctance on the part of Government to do that. All along the argument is that Delhi is the capital city and they cannot get these reforms. Had you given them a Municipal Corporation, I would have understood it. There is not only consistency but also reasonableness in it. But you first of all denied even powers of self-Government to these people for reasons best known to Government, and ultimately you

come up with a Bill which really gives them the status of separate States. My surprise is that all of a sudden the Government has changed its principle of merger with the adjoining States and given these Part C States their own Assemblies and Councils of Ministers. I never expected that Ajmer, Coorg and Bhopal will be treated by the hon. Minister in the manner he has done. It will set up a very bad example for the future. How can the hon. Minister resist the temptation of other smaller units, and how is he going to see that these once autonomous States will agree to become merged with the neighbouring States? I know that when this Bill will become law, some hon. friends will enjoy the benefit of Legislatures. But soon, not only the hon. Minister but even these hon. friends will realise that they have been given nothing. The people will revolt. Some of the top-ranking friends will be glad that they will get into some high positions. I do not cast any aspersion. Everybody has aspirations. I also aspire for many things. But when I aspire for my personal purpose and not for the good of the people, I am in the wrong. Therefore, my point is that the people will revolt. The hon. Minister stated that we are spending Rs. five crores already; so why not spend half a crore more? Let me tell him that had he given the money that he is giving to Ajmer to Rajasthan and merged Ajmer into Rajasthan, Rajasthan as a whole would be very happy. It would bring real relief to the people of Rajasthan. Similarly, in the case of Bhopal, if you merge it in the neighbouring State and give the money that you are spending on Bhopal to the State concerned, they will really welcome it. Nowadays, only proposals worth crores attract attention. The days of lakhs are gone My suggestion is that this matter requires to be considered by the Planning Commission. By giving autonomy to small, tiny units, our economy will be shattered. What is our plan for the future of these States? We should have a definite plan from the Planning Commission so that our economy may not be shattered. Today it may be half a crore, but tomorrow it may run to several crores, with benefit to none.

I do not want to repeat my arguments. I have given my views. I feel that Government have started on wrong lines. They will be confronted with many difficulties. They may stand on prestige but I would request them to take the opinion of the Planning Commission as far as the economic side is concerned. We should chalk out a definite plan for the future of these small States. I am not supporting this measure, as my heart is not there. I have no quarrel as regards Himachal Pradesh and Vindhya Pradesh, but as regards Ajmer, Bhopal, Coorg and Delhi I cannot reconcile myself. I hope the hon. Minister will consider the views expressed here and not be carried away by the thought that the House is anyway going to pass this Bill; why not therefore wait and see.

Shri Kamath (Madhya Pradesh): I feel that Government in moving this Bill before the House and in seeking to get it passed has committed a rather serious error of judgment. At a time when the Planning Commission to which my hon. friend referred just now was planning or was trying to evolve a plan for the economy of the country, it appears to me that from the political angle of the future status of these various bits and parcels of our country the Government has no clear plan before their mental vision. It appears that till the passing away of Sardar Patel the policy of Government was to merge small units in the adjoining provinces and to integrate other smaller units into bigger States. That is the impression which was created in the House as well as in the country and it was stated more than once by Sardar Vallabhbhai Patel that he, at any rate, would set his face against treating these little bits on a par with the bigger States of our country. Suddenly, however, Government has changed its view and its plan with regard to these small States, and within a few months they have changed their mind twice or thrice. It is rather difficult to understand what has been going on inside that mental apparatus of our Ministers which has led them to change their plans so often and so soon. There have been suggestions made in certain quarters that as the elections drew near, the plan also suffered a change, with a view to obtaining an obvious advantage.

My socialist friend says 'It is true'. By saying that he perhaps wants to have an advantage for himself. Be that as it may, as I said, on merits, I agree with my hon. friends Mr. Sidhva and Dr. Panjabrao Deshmukh that there is hardly any justification, hardly any convincing reason given in this House, for setting up these Legislatures, with all the paraphernalia of Ministers, for the four States of Ajmer, Coorg, Bhopal and Delhi. Almost all of them, I believe, or at least two or three of

[Shri Kamath]

them, are not even as big as the city of Nagpur. My hon. friend has cited the instance of the ancient City States of Greece. If they could be given democratic Government, why not these petty principalities of our country? I think the parallel need not be considered in any serious manner. The democracy of those States was far different from the democracy envisaged in this measure for these little bits of our country. My suggestion in all humility is that when we talk of imparting sensations, we do not mean sensationalism—creating sensationalism in the country. That is hardly, I believe, what is meant by the Minister or the Prime Minister even. Sensation is not merely to the touch, but also the mind and heart. Otherwise it is just a passing show, or a passing sensation which does not find a lodgement in the mind and heart. I do not know whether the sensation that is envisaged or that has been referred to by the hon. Minister and the Prime Minister also means this deep sensation or a merely superficial.....

Dr. Deshmukh: A transitory feeling.

Shri Kamath: Transitory feeling. as Dr. Deshmukh says.

In any case before setting up little principalities, little districts, as States with Legislatures and Ministers, we should have considered whether the extension of democracy to those bits was justified at all. In Sanskrit there is a saying that whenever a gift is to be given we should examine काल and पात्र (*Kala* and *Patra*) to decide whether that gift is necessary or justified. To my mind, at any rate none of the four States, Delhi, Ajmer, Bhopal or Coorg is suitable for the extension of democracy. With regard to Vindhya Pradesh and Himachal Pradesh they are big enough and they can set up their own Legislatures—they are entitled to the sensation of democracy.

As regards Kutch, Manipur and Tripura, the hon. Minister has said that they are of strategic importance and therefore, for the present their sensation is merely advisory. That sensation can be felt only through being advised by certain competent persons. I hope the sensation will enlarge in course of time and will embrace the democratic sensation in times to come.

As regards Delhi, particularly, I would like to say a few words. Delhi, so far, was united with the Central Government in what I may refer to as a very intimate wedlock. That intimate wedlock... .....

Mr. Deputy-Speaker: Is an hon. Member who does not know it competent to speak about it?

Shri Kamath: That qualifies me to be dispassionate as regards this matter, and disinterested, though not uninterested.

Shri A. C. Guha (West Bengal): There are some others also.

Mr. Deputy-Speaker: The analogy need not be pursued.

Shri Kamath: I am not pursuing it.

I was going to say that today what is sought to be done in regard to Delhi is that certain rights and powers are given to the new Delhi State with a Legislature, Ministers and what not, and an attempt is being made to prevent a deadlock. That is the scheme adumbrated by the Minister. Certain rights are sought to be given, but with a definite purpose to see that there is no deadlock between the Centre and the State. Instead of this wedlock being reduced to a position of no deadlock, I would have personally preferred the setting up of a full-fledged municipal corporation for Delhi. That would have been far more appropriate for the needs of the time—a municipal corporation with full powers in regard to water-supply, drainage, sewage, etc., as are enjoyed by corporations elsewhere.

Shri Deshbandhu Gupta: Thank you for your generosity!

Shri Kamath: I do not know why I should be thanked for my generosity. The thanks are more due to the Treasury Benches for what they have done or propose to do. I only suggested this for the consideration of Shri Deshbandhu Gupta. I do not know how far he is satisfied with this, for he seems to be taking whatever comes to him, to be used as a springboard for future action.

Shri Deshbandhu Gupta: I am not satisfied.

Shri Kamath: If he is not satisfied, I think at least the sensation of satisfaction will be there.

I was referring to Delhi. In the case of other capitals—Washington, Canberra (Paris is out of the picture

because there is no Federal State there) and pre-war Berlin, I have got certain facts with me which go to show that on that analogy the present scheme for Delhi is not appropriate. I think the consideration stated by the Minister in his speech that Delhi, because of its being the capital of the Central Government, must be treated on a different level was a very good promise to start with. But he built on it rather unwisely. It would have been better to have completely ruled it, along with Ajmer, Bhopal and Coorg out of this Bill altogether and to have given Legislatures and Councils of Ministers only to Himachal Pradesh and Vindhya Pradesh.

As regards Washington—this was referred to by the Minister in his speech—in 1874, Congress (that is, the American Congress) set up a Government by three Commissioners appointed by the President with the concurrence of the Senate, and in 1878 the Government by Commissioners was made permanent. Two of the Commissioners must be residents of the district, and the third must be an officer of the Corps of Engineers of the U.S. Army. The District Commissioners are the chief executive officers. The Federal Congress legislates for the whole district of Washington, that is, Columbia, I believe. The President, the Commissioners and the Supreme Court of the district appoint the administrative officers and boards, and the President appoints the Judges of the district courts. There is a court of appeal, supreme court, municipal court, police, probate court and juvenile court. The United States contributes to the expenses of the district. The revenue of the district, which is derived from real estate, income and personal property taxes and from licences, is paid into the U.S. treasury. Appropriations, always specific and based on estimates prepared by the Commissioners, are made only by Congress, and all accounts are audited by the Treasury Department. The Federal Government owns the water-works, by which an abundant supply of water is taken from the Potomac at the Great Falls, conducted through two aqueducts and so on.

With regard to Canberra, by the Seat of Government (Administration) Act which was assented to in July 1924, and which came into operation on January 1, 1925, the administration of Canberra was placed in the hands of a Commission of three. Of the three persons the first appointed one shall be appointed for five years, the second for four years, and the third for three years. Thereafter, each appointment shall be for a term not exceeding three years. The Commission is subject to the control of the Minister for Home and Territories. The Commission, subject to the approval of the Governor-General in Council, may make by-laws and ordinances for the good government of the territory. The Commission controls the lands of the territory and has power to levy and collect rates upon land, has charge of domestic housing—including housing factories, I believe—and of the developmental works and administration of the territory.

The first ordinance was passed in 1911 when the administration of the territory was placed under an Administrator subject to the control of the Minister for Works and Railways.

Then I shall take Berlin—pre-war Berlin. The rapid growth of the suburbs of Berlin necessitated the adoption of certain main lines of procedure applicable both to them and to Berlin in order to prevent conflicting action on the part of the authorities on one side and the other. This led to the creation of Greater Berlin—just like Greater Delhi—as, in the first instance, an association of the city with the more important outlying districts for special objects. It embraced the City of Berlin and the towns of Charlottenburg, Schoneberg, Neukolin, Wilmersdorf, Lichtenberg and the administrative circles of Teltow and Niederbarnim. Its objects were to institute a common control of streets, alignment plans, the uniform co-ordination of police regulations and the acquisition of large tracts of forest and of land for building. This special union came into force on April 1, 1912. It soon became manifest, however, that beyond co-operation for special purposes a further co-ordination of the administration of these places was requisite. It was not until the year 1920 that it was possible to form a new Municipality of Berlin—that is, after so many years of democratic growth. Even they have taken such a long time to form a new Municipality of Berlin, embracing all the suburbs under a single united administration. That is, a Corporation was created, and that was in existence till the pre-war era.

Now on this analogy there is hardly any convincing reason or justification for glorifying these little States, whose population is perhaps two to three lakhs and only in the case of Delhi about ten or twelve lakhs, and it does not warrant the extension of full-fledged democracy to them. As regards Bhopal and Ajmer there was a case—there is

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still a case—for their merger into the adjoining provinces. Even as regards Coorg it has been stated here in the House that its merger into the future Karnatak Province or Mysore is not beyond the bounds of possibility or probability. Keeping these facts in view, and having also the policy pursued by the Minister's predecessor, Sardar Patel, in mind, the House is entitled to know why a departure from that sound policy has been undertaken today, whether those times were different from the present times and, if so, how different they are, and why it is that that policy of integrating and unifying the country has been—I would not say given the go-bye—but relaxed in the case of these small States, what particular qualifications these States have, what particular advantages they gain by this sort of set-up which is neither democratic as my friend Shri Deshbandhu Gupta said, nor autocratic, nor aristocratic, nor can it be described by any of the known systems in operation. I would therefore earnestly request the Minister to tell us why at all this Bill as it has been discussed in the House today was changed from what it was a few months ago, what circumstances have arisen to warrant this fundamental change in the body of the Bill. Personally, therefore, I am not at all happy over the large provisions of the Bill with regard to these small States. It would have been very much in the interests of India, of the consolidation of India and the nation, and in pursuance of the policy laid down by the Minister's predecessor it would have been very much better if these had been left outside the purview of the Bill and we had sought to give Legislatures and Councils of Ministers only to Himachal Pradesh and Vindhya Pradesh.

Shri R. Velayudhan (Travancore-Cochin): As the House is well aware this Bill as it is today has had a chequered history in the past. When I looked into the Bill when it was already introduced and compared it with some of the reforms that were made in the past during the British Administration in India, I got a sensation. Not only that I was surprised not at the way in which the Bill has been framed but at the very psychology, the frame of mind and the spirit with which this Bill has been brought forth. Of course, this Government have a great majority in this House and they can do anything they like.

Mr. Deputy-Speaker: I ask the hon. Member who has been here for some time this question: How can any Government carry on without a majority?

Shri R. K. Chaudhuri (Assam): His grouse is that the Government has a great majority.

Shri R. Velayudhan: What I mean to say is this, that the Government have a huge majority and they are confident that they can carry any measure brought forth by the Treasury Benches. I compared the original Bill with the new amendments made there and I found, that in certain instances it could very well be compared with the Minto-Morley Reforms. When the hon. Minister on account of pressure that was brought to bear upon him agreed to re-shape the Bill, and I think he has brought it on a par with the Montague-Chelmsford Reforms. I need not say, I consider that the spirit of the Bill is the same that pervaded the Montague-Chelmsford Reforms. I would have, however, no grudge against the Government even if the Bill had been passed, I know it will be passed—but my complaint is against the bureaucratic spirit behind this Bill and behind the Government. I want to condemn the attitude of the Government because this very Bill has been brought forth by the bureaucratic Government which is in power today. I ask how the Government dare to bring a Bill like this? Members of this House and the people outside will have to think seriously about this. When the Constitution was framed, the Part C States were left as they were, and there was no change brought about in their administration. The changes that are being sought to be brought about could have been included by the law makers then when they were considering the vital question. Now they have come forward with a Bill which is a colonial Bill, which means, they have lost confidence in the people who are living in Part C States. Let me ask a question to the hon. Minister who has piloted the Bill whether he and his colleagues think that the people who are living in these Part C States are human beings as we are here in this House or the people who are living in Parts A and B States? Is not the administration of Delhi which is the capital of this great Government in a primitive state today? Is not the administration of Ajmer-Merwara as well as Bhopal in a primitive state? I do not say that the people are primitive but I say the administrative set-up of the Government in these areas is primitive The people, if they are given a chance, know how to run a democratic Government very well. But you want to withhold that power in order that you may perpetuate a bureaucracy on your side and thus leave the people to be under serfdom and under your autocratic power.

Therefore, I have nothing but condemnation for this Bill which is going to be passed by this House which consists of a majority of Members from the Congress party. But I warn you that the country will not forget or forbear this action of one party dictatorship. Of course, this is my opinion that the people who are living not only in Part C States but the people of the country as a whole will not tolerate this legislation because any act of autocracy in one part will affect the people in other parts of the country also. Members after Members brought amendment and after amendment resentment—but the Government—the Treasury Benches—have been so adamant and so despotic that they would not accept even a single amendment that was brought forward by my hon. friends, Pandit Thakur Das Bhargava, or Mr. Gupta. After all may I know what is the fault that they have committed? What fault the people in the Part C States have committed during the last four years? What is the difference between our hon. Ministers and the people who are living in Part C States? Are they primitive? Are they barbarous people? Are they not Indians? Have they not fought in the struggle for independence as anybody else in this House or outside? Are you morally justified in passing this Bill? Is it not flouting not only democracy, but also justice? Is it not an act of bureaucracy to pass this Bill? I do not want to take much time of the House on this because it is my emphatic opinion that this sort of things will change because the people will change them. I know you will not change it because you are now thinking that you can reign for ever in this bureaucratic way, and all bureaucracies will go the same way.

Mr. Deputy-Speaker: The hon. Member will kindly address the Chair.

Shri R. Velayudhan: When I used the word 'you', Sir, I meant you, the Chair. Now the Government in power think that they can pass any legislation they like and make the country and people perpetual slaves. I say, the people will revolt. A revolution is in the offing in the country. If they do not see this writing on the wall, they will have to perish and they will go out.

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

"That the question be now put."

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Mr. Deputy-Speaker: The question is:

"That the question be now put."

The motion was adopted.

Shri Gopalaswami: Sir,.....

Shri Sarangdhar Das (Orissa): May I just protest, Sir, that in this Third Reading, you have called only people who have taken part in the Second Reading. Members on this side of the House, several of us, have been shouting to get a chance. Although I had caught your eyes several times, I was not called. I do not think that is fair, Sir.

Mr. Deputy-Speaker: I can only say that I am extremely sorry at what the hon. Member has said. I put the closure motion to the House and it was accepted. Except one solitary voice, I did not find any other voice against. So far as giving opportunity to Members is concerned, three hon. Members stood up from here, Mr. Kamath, Mr. Velayudhan and Mr. Sarangdhar Das. If two Members were called, that comes to 66 and 2/3 per cent. and that should satisfy. Then, I must only call upon those people who tried to evince some interest during the course of the debate. Although they may catch my eyes, I do not know at this stage what is the good of calling gentlemen who have been absolutely innocent of this measure all through. I am here to decide how far hon. Members are likely to contribute to the debate. I cannot imagine that they show some interest. I have been trying to distribute the time among those Members who have been taking active interest. Even with regard to them, I thought of calling Capt. A. P. Singh. The question was put and therefore I could not call him. He has had ample opportunities. Others were given an opportunity because they had taken interest in the Bill. Mr. Kamath also showed some interest. The other Members who did not evince any interest at all, I would have called; I would have called every Member. But, the acceptance of the closure is by the House and not by me. Therefore, I am exceedingly sorry that anything should be said against me.

Capt. A. P. Singh (Vindhya Pradesh): The other day, you promised that I should say something about this and that you would be giving me an opportunity during the Third Reading. I am sorry you have not given me time. I require only five minutes and no more.

Mr. Deputy-Speaker: My sympathies are entirely with the hon. Member; but the House has accepted closure. What can I do? The House seems to be against the hon. Member.

Shri Gopalaswami: I do not wish to take up too much of the time of the House in replying to the debate that has taken place at this Third Reading. Much of what was said in the course of this debate has been a repetition of what had been said during the last one week and more, on the various clauses of the Bill.

There has been a general criticism, the acme of which was reached by the last speaker who has just sat down. He is very much obsessed by the development of bureaucratic tendencies not merely in the occupants of the Treasury Benches, but also, I believe, judging from a remark which he made, in the occupant of the Chair also.

Shri R. Velayudhan: I made no reflection on the Chair; I obeyed the Chair.

Shri Gopalaswami: I am very glad and I hope you will accept his assurance that he meant no reflection upon you; but certainly he did make a reflection on us.

Shri R. Velayudhan: Yes.

Shri Gopalaswami: The people who occupy the Treasury Benches now, are people, I think, making an exception of myself,.....

Shri Kamath: Why?

Shri Gopalaswami: .....who have all their lives fought the bureaucracy of the land. Maybe that I was a bureaucrat; but I pride myself upon the fact that, even when I occupied a position which was that of an average bureaucrat, in this country, I did attempt to exhibit some tendencies towards democracy. And if I am where I am today, it is because that tendency has found an opportunity to express itself in a situation where things had changed and I had an opportunity of taking advantage of those changed conditions.

Now, it has been said that what we have done in this Bill is to set the clock back. Reference has been made to the policy for which the late Sardar Patel stood. That point was made in the course of the earlier speeches and at an earlier stage I tried to defend myself. I do not know if the hon. Members who repeated that accusation against me were present when I made that defence, or whether they did take what I said into consideration when they repeated it.

Shri R. Velayudhan: Even the hon. Mr. Deshbandhu Gupta said that if the Bill had originated from the hon. Minister alone, it would not have come as it has. It was a tribute to the hon. Minister.

Shri Gopalaswami: I repudiate that attempt to create a rift between me and my colleagues. If I stand to defend this Bill now, it is because as a united Government including myself, we are in favour of this Bill. I know that some such observation was made; but I think it was rather the courtesy and kindly temperament of my hon. friend Mr. Deshbandhu Gupta which made him make himself responsible for an observation of that kind. I do not think he could have meant all that it implied.

It has been said that there is an attempt at promoting disintegration whereas the previous policy had been integration. I thought I had said enough to disprove this charge. Hon. Members know the background of my life. It has so happened that I have not identified myself with any purely political party in this country. As a Member of the administrative organisation in this country, it was always my habit to look at problems in a purely objective way. I often realised that a separate exclusive investigation by a person like me even objectively led me sometimes to conclusions which may not have been acceptable to the generality of the population. So, from very early days in my career, I developed the habit of trying to ascertain the reactions of the people who were interested in the particular problems and to see if what they said did not make a difference and whether I should not, in deference to the views expressed reasonably, with sufficient strength of argument, change my original standpoint. If I had been a member of a mere political party, I would have stood by whatever I had said originally, whatever the strength of the arguments on the other side may be. But, that has not been my habit. And, it is one of those things on which I congratulate myself in being a Member of the present Government of India that they do not stick to a particular position because it is merely a party position and they are willing to take dispassionate views on problems that confront them. Even

if it meant some change from a purely, strictly, rigid party point of view, they are willing to consider changes on their merits.

12 NOON.

What has happened in the case of this particular Bill? I gave my fullest thought objectively as to what would be the best solution of this problem. I did a certain amount of consultation with those interested and, at the end of it, I produced a measure which I thought was the best solution of the problem. That is embodied in the original Bill. Left to myself, I should have carried on with it to the end. But I saw that even though it was at a very late stage and even though I had expected a certain amount of support from those interested to my original Bill, I saw at this late stage that the opinion of the interested persons had changed, and I saw that the strength of it was so great that it would be wrong on my part to simply steam-roller my Bill through this House with the weight of the majority which the party in power has in the House That is why I asked for a postponement of the further consideration of this Bill, and in the interval I took into consultation all those who had any views to express, particularly those who were most interested in the areas which would be affected by this Bill. Well, they put forward arguments and it seemed to me that in a matter of this sort, in the setting up of a constitutional set-up for particular areas the prime principle to follow was that I should defer as much as possible, to the views of those interested in those areas or the views of those who represent such areas in this House. It was as a result of that that changes were decided on, with their consent as much as possible. I do not apologise for having revised my original views in this matter. I revised them because I felt that if you are to carry on Government in such a way as to produce the maximum satisfaction amongst the people who will be affected by such measures, we could not ignore their opinion and try, in fact, something which was totally against their views and which, even if pushed through this House, they would only reluctantly submit to, and perhaps later on in the implementation create obstacles against the successful administration of the measure. That was the position. Now, I say I have no regrets of that kind to express. It is possible that there are differences of view as regards the extent to which Government have gone in deferring to the views expressed by those people who are interested. I think I can claim the credit for Government that, so far as all the States affected by this Bill, except Delhi, are concerned, generally, the Government have adopted a policy which meets with satisfaction. I know that there are representatives of some of those States who feel we should have gone further. I realise that. But I think that all of them are agreed that to the extent we have gone, we have proceeded on the right lines and on lines which would not stand in the way of their further development in the direction of full responsible Government. It is easy for people to say, when I talk of stages of attaining full responsible Government, they were reminded of the voice of the old Secretary of State for India and his insistence on the progressive realisation of self-Government in India. It is easy to say all that. But we have to recognise that in the Constitution we passed only about sixteen months or about seventeen months ago, we definitely put these States in a category to which responsible Government or for the matter of that, self-Government was not conceded. We have now to consider whether so soon after the passing of that Constitution, we ought to jump from that stage of "no self-Government" to a stage of "the fullest possible responsible Government".

Now, my hon. friend Shri Bhatt referred to the three castes we have created amongst the Part C States, the first caste which includes the States of Ajmer, Bhopal, Coorg, Vindhya Pradesh and Himachal Pradesh; the next one consisting of Delhi and the third caste containing Kutch, Tripura and Manipur. That, really, is the basic principle of the scheme which is embodied in this Bill, and I thought I tried to make it perfectly clear at the beginning that this scheme had a purpose behind it. It was implemented in the Bill in such a way that in due course, every State would attain the stage of the fullest responsible Government, if in the meanwhile it was not merged and if it continued as a separate State. Now, we have regulated the quantum of democratisation in these States according to the circumstances of each particular State and I wish to emphasise that particular fact.

Now, with regard to Delhi, I greatly appreciate the manner in which my hon. friend Shri Deshbandhu Gupta stated the position. He recognises that the present Bill is a great advance, not only an advance on the existing state of things, but a great advance

[Shri Gopalaswami]

on the state of things as they might have been if my original Bill had been pushed through. Now, I want him to recognise that it is no part of my case that the people of Delhi State are unfit for self-Government. That is not my position at all, and I do not think I have started it in that way in the course of this debate. My position is that on account of the fact that this Delhi State includes Delhi and Old Delhi together forming the capital of a big federation, the division of sovereign power between the Federal Centre and the Federal Unit has to be regulated in such a way that the Federal Centre must have the dominant and exclusive jurisdiction in respect of matters which are vital to the proper development of this particular area as the capital of a big federation. That is the position. In a federation we do not talk of units which are advanced and units which are not advanced. You admit them as units and generally on an equal level. It is only a case of how the sovereign powers should be divided between the units and the centre, and in the case of Delhi we want to adopt and to give effect to the caution that we think is absolutely necessary in the case of any federal capital that our powers, that is the Centre's sovereign powers, should cover a larger area than in the case of the other States. That is why in addition to giving the same set-up as we give to other States we exclude from the Delhi Legislature the jurisdiction to make laws in respect of the matters which we consider are vital to this federal capital.

It has been said that Ministers have been shifting their ground. If it is meant merely to draw attention to the fact that at one time we did intend to proceed with a measure which did not contain identically the same provisions that we are sponsoring today and that subsequently we made up our minds to alter the Bill in the way we have done and to proceed with it, I have no objection. But that is not shifting ground. It is a case of our coming to a different conclusion, because facts and arguments were placed before us and we felt that such changes were necessary. I am sure Mr. Deshbandhu Gupta is not referring to the generality of the changes we have introduced. But his mind is rather obsessed with that 4th August press communique and something which was done thereafter. I have explained the position fairly carefully, that there might have been a revision of what was said on the 4th August by a decision which Government took later on but we did not want to spring it upon you as a surprise. We gathered all those people who are interested together again and placed this amendment before them and said that that was the conclusion which Government had arrived at. That again was due to the fact that we did not stick to an original conclusion because we had put it in a press communique. We changed from it because we found the facts and arguments compelled us to do so and that is what we have stuck to so far as this Bill is concerned.

Shri Deshbandhu Gupta: It was a fundamental change: I hope the Minister recognises that fact.

Shri Gopalaswami: I do not think it was a fundamental change for this reason. What would have happened if we had not made this change? We actually took away from the jurisdiction of the State Legislature certain subjects. That is to say, we prevented the State Legislature from making laws on those subjects. Supposing you had not that clause there, what would have been the position? The State would have had the right to make laws on those subjects and the Centre would have also had the right to make laws on those very subjects. If the Centre made those laws, the laws made by the State were of no avail. In other words the same thing that we proposed to achieve by exclusion, we could have brought about by our exercising the other powers that we had reserved to ourselves

Shri Deshbandhu Gupta: In that case the State would have the power to administer those subjects.

Shri Gopalaswami: If the Centre made a law in pursuance of the powers it has under this Bill, it certainly could arrange for its administration by its own machinery to the full extent of its legislative power. It could have excluded the State's administrative powers also.

With regard to the particular point to which my hon. friend has drawn my attention, if it is his idea that powers for day to day administration in regard to these subjects should not be altogether taken away from the State Government or its officers, I have explained to the House already how that could be achieved by using article 258 of the Constitution. It is a question on which Parliament has to take a decision, as to how far it would clothe the State and its officers with powers to implement particular parts of the legislation it enacts for the purpose. That being so, I do not

consider it to be a matter of fundamental importance. But the only reason why Government had to exclude the jurisdiction of the State Legislature is that if we left these vital matters free to be legislated upon by the State Legislature, it might happen that there might be a certain amount of conflict in these vital matters which should be avoided, and it is our intention and our policy that, in regard to these matters, the policy that should prevail is that of the Centre and not of the State. The State may execute our policy to the extent that we permit it to do so but the policy, the organisation and other things must be left to the Central Executive and Parliament to determine.

Something was said about the Chief Commissioner. There was some amount of criticism about his being always an official. Dr. Deshmukh seemed to think that during British days almost every head of a province was a public man or a man drawn from public life.

Shri Sidhva: That was not correct.

Shri Gopalaswami: That was not the fact. There were officers even of the much-maligned I.C.S. who were appointed Governors. There were other public men who were drawn not from the public life of India always but from the public life of England. So far as Chief Commissioners are concerned there is nothing which prevents the President from choosing a public man and putting him in that office. The question is one merely of suitability and I have no doubt that, if such men could be found from the ranks of public men, we as people responsible for the administration as a whole in this country would rather welcome our I.C.S. officers being relieved of this position in order that they might be available for important items of work for which we find it difficult to get proper men today.

Shri Sidhva: Is it not the policy of the Government today to appoint I.C.S. men to the post of Ambassadors? The same thing will apply in this case also.

Shri Gopalaswami: If it is a question of policy not every Ambassador has been an I.C.S. officer.

Shri Sidhva: You have started it now.

Shri Gopalaswami: There are many men outside the ranks of I.C.S. who have got into ambassadorial and consular appointments and several of them have done well.

Shri Sidhva: We do not dispute about their doing well or otherwise. But that is your policy.

Shri Gopalaswami: It is not. I have already repudiated that attribution of policy to us. Our policy is to find the proper men for the proper place.

Shri Sidhva: There was a press note sometime ago that in pursuance of their policy Government is now appointing persons from the I.C.S. to posts of Ambassadors, etc. They have appointed four of them recently. If that is not a policy, what is it?

Shri Gopalaswami: I am not prepared to accept that statement as stated by Mr. Sidhva on his word. All that I can say is that he might give me some credit for knowing the mind of the Government in this matter. I do not think that the Government could have issued a press note of that description. I have the authority of the Prime Minister to say that the Government did not issue such a press communique.

Shri Deshbandhu Gupta: I hope it is not the contention of the Minister that men are not available in the country for becoming the head of Part C States.

Shri Gopalaswami: I do not say that. I think you can find such men. As a matter of fact if you look at all the Governors I believe there is only one I.C.S. man and he is in the Punjab and who are the rest?

Shri Deshbandhu Gupta: I am talking of Part C States.

Shri Gopalaswami: As regards Part C States I have no doubt that if we do find proper public men who could fill those offices with distinction and efficiency, the Government would be only too glad to give them the opportunity of serving in those appointments.

Shri Deshbandhu Gupta: May I know if Government has given its serious thought to this idea that at least in the State of Delhi where autonomy is so very much limited some outstanding public man should be the head of the State?

Shri Gopalaswami: I do not say the Government would not take that into consideration.

Shri Deshbandhu Gupta: I want a positive assurance—whether Government is thinking actively?

Shri Gopalaswami: What I want the House to remember is something on the other side. If we are handing over to the popular side of the executive in Delhi State lesser powers, let us say, than to similar executives in other Part C States, that means the volume of work which the Chief Commissioner has to shoulder on his own responsibility is much larger and you want ordinarily a type of man who has had sufficient experience of administration, who would be able to tackle this large volume of work in a way which would be satisfactory to the Central Government. If we find a non-official for that purpose, I dare say my hon. colleague would be only too glad to consider that matter.

The Minister of Home Affairs (Shri Rajagopalachari): One who is suitable and also willing.

Shri Deshbandhu Gupta: Some of the Ministers in the Centre should be willing to undertake this job: although it may be a smaller job, it is important.

Shri Rajagopalachari: That will be considered by the younger men in that group.

Shri Gopalaswami: It is quite possible also that there are in Parliament gentlemen who would perhaps fill the role better than any Ministers on these Treasury Benches. I do not see why they should be ruled out.

Shri Sondhi: So you do not rule out his chances.

Shri Gopalaswami: Now Mr. Sidhva asked me whether I felt happy over this Bill after all the criticisms that have been levelled against me, my being called a bureaucrat—not only my being called a bureaucrat but the Prime Minister being called a bureaucrat.....

Shri Sidhva: I did not say bureaucrat.

Shri Gopalaswami: Well, some other hon. Member said that.

.....whether after all I felt happy over all that. In spite of the amount of comment that has been made in the House today, I sense a feeling of satisfaction amongst those who come from these States that there is something substantial that is being given to them.

Babu Ramnarayan Singh (Bihar): No.

Shri Gopalaswami: The lone voice of my hon. venerable looking friend is there but I do not hear any other voice supporting him.

Shri Deshbandhu Gupta: No satisfaction so far as Delhi is concerned.

Shri Gopalaswami: But I am sure Mr. Deshbandhu Gupta will not throw away this Bill if the alternative was to drop Delhi out.

Shri Deshbandhu Gupta: It will be placed before a convention of the people and that convention will decide whether they want to act upon it or not.

Shri Gopalaswami: But the hon. Member will remember that the implementation of this Bill does not altogether depend upon a resolution passed by a convention of that sort. After all, Parliament enacts a law and Parliament expects the executive to implement that law, and, whatever the convention might say, we have got to do our duty, otherwise we would not be discharging our responsibility to Parliament.

Shri Sondhi: There will be more people to take charge of it.

Shri Gopalaswami: I was very grateful, indeed, to Mr. Kamath for the details he gave about the Government in federal capitals elsewhere. He gave the House more details than I had given previously and I am grateful to him for it. And I think those details led him to the unmistakable conclusion that left to himself he would have dropped Delhi out of the Bill. I do not agree with him there; I think Delhi should be there and Delhi should have the powers that we have given to the Delhi State in this Bill, and we will achieve what he wants to achieve by the examples he has quoted, by the safeguards we have reserved in this Bill. He said (in a way which I suppose was intended to carry conviction to doubting Members in the House) that Delhi has for years been in intimate wedlock with the Centre and he for one did not want that this intimacy should be disturbed in any sense. We certainly maintain that wedlock. We however believe in giving such freedom as we possibly can to both the partners to the wedlock to develop in their own ways, without offence to that freedom, we still keep the wedlock as intimately as it ever has been. That is to say, there is nothing in relation to Delhi which would incline us to look at any attempt to sever this intimate connection or to make the relations between the two partners unsatisfactory or capable of developing friction.

I do not think I need go further into this matter except to refer to what—I

do not see the hon. Member here—my hon. friend. Mr. Velayudhan, without donning his very distinctive cap, said in this House. He said, if you are going to proceed with this Bill there is going to be a revolution in the country and you will all get uprooted. If that is going to happen, we do not mind being uprooted, but so long as we remain here I think this Bill will be passed and the Act will be implemented.

Mr. Deputy-Speaker: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

RAILWAY COMPANIES (EMERGENCY PROVISIONS) BILL

The Minister of State for Transport and Railways (Shri Santhanam): I beg to move:

"That the Bill to make provision for the proper management and administration of railway companies in certain special cases, be taken into consideration."

After the prolonged and rather exhausting discussions I hope the House will relax a little and let this Bill go through without much controversy. I shall not go over the ground explained in the Statement of Objects and Reasons. We are not introducing the Bill voluntarily; we are doing so only at the instance of the Government of West Bengal.

I may briefly outline the case for this Bill. The Baraset-Basirhat Light Railway is a narrow gauge line 52·25 miles long, owned by a private party, the Baraset-Basirhat Light Railway Company, whose present managing agents are Messrs. N. L. Roy and Sons. The Railway is aided by the District Board of the 24 Parganas who also have the right to purchase the line at fixed intervals, the next option falling on 15th May, 1952.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

The capital outlay of this Company is roughly Rs. 28 lakhs. There have been persistent complaints in this House about the notorious mismanagement of this Company. My hon. friend Mr. Guha and other friends from Bengal have been insistently pressing upon this House that this vital communication line for West Bengal should be taken over by the Government of India. We have considered this question more than once and I myself saw this line when I was in Calcutta last. Afterwards, at the instance of the West Bengal Government a high level Committee was appointed under the chairmanship of the hon. Chief Minister of West Bengal to go into the whole question. All of us came to the one conclusion that it was not desirable or worth while for the Government of India to take over this line.

Shri A. C. Guha (West Bengal): Why?

Shri Santhanam: Because it cannot be improved. Some time or other the line has to be dismantled and it should either give way to a main road, a proper road, or to a broad gauge railway connecting with Sealdah or Howrah.

Shri Sidhva (Madhya Pradesh): What is the length?

Shri Santhanam: 54 miles.

Shri A. C. Guha: What the hon Minister has stated is all the more reason why Government should take it over and run it as a broad gauge railway.

Shri Santhanam: But for a broad gauge railway there is no space at all It has to be at some other place. There it goes through most fertile paddy fields and if we try to acquire the land and build a railway there is no space for a road. In fact, I offered to the Bengal Government that if they will hand over not only the tract but the entire road we shall consider the question of constructing a broad gauge line in that section. The Transport Minister of Bengal said he would consider, but he did not reply to me afterwards and I gathered that if they hand over the entire road to us to build a broad gauge tract, then they will have to construct another road which will be as costly as our railway project. Therefore, they cannot afford to hand over the road and we cannot afford without the road to build a railway at all, because there is no space. Therefore, all of us have come to the conclusion that ultimately it has to give way to a good, probably concrete road where traffic can move easily and swiftly. Meanwhile, they found that at least for the present this is a vital link and could not be dispensed with. This high level Committee under the chairmanship of the Chief Minister of Bengal came to the conclusion that up to the date of purchase, there should be a change of management because under the present management the railway is deteriorating very fast. There was a dispute between the workers and the managing agents

[Shri Santhanam]

and the dispute was referred to an Industrial Tribunal, but the managing agents failed to implement the award of the Tribunal with the result that the employees have gone on strike from 4th April, 1951. On 4th April, 1951, therefore, the whole railway closed down and the West Bengal Government urged upon us that this state of affairs should not be allowed to continue and so the Government of India were persuaded to issue an Ordinance for the change of management. I am here requesting Parliament to convert that Ordinance into an Act.

So far as the terms of the Bill are concerned, they are nothing new. Except for the minor adjustments due to the necessities of the case, all the sections are those of the Sholapur Mill case. It may be argued that there is difference between a textile mill and a railway Company. As a matter of fact, we are not directly dealing with the industry concerned. We have got in both cases mismanagement. The managing agents have not been working satisfactorily and we want to make the industry work satisfactorily by putting new managing agents, and in this case the Government of India are not taking any responsibility. They are delegating power to the Bengal Government who have already put a new managing agent and I think the railway has begun to work now. That is what I believe. In these circumstances, I do not think any long exposition on my part is needed.

There is only one little point which I would like to make. This Bill is not confined only to this particular railway. This is because the Supreme Court dealing with the Sholapur Mill case made some observations regarding the application of non-discrimination clause. So, we do not want to apply any Bill to a single company, but to a whole class. It was also considered desirable to have a general measure, because now and then we hear other light railway companies also mismanaging their concerns, and not removing the complaints. The presence of this legislation will be a note of warning to such companies. They will know that unless they manage their affairs properly any time the Damocles' sword will fall on their shoulders and the management will be changed. This measure will practically force them to look after their affairs a little more carefully than they have been doing till now.

As to the state of the railway, the report received by us says:

> "The company has incurred heavy liabilities and the affairs of the company are in such a deplorable condition that it is impossible for the present managing agents to operate the railway with reasonable efficiency. The railway has no proper workshop facilities and the condition of the rolling stock is far from satisfactory. The managing agents do not enjoy the confidence of the railway workers or of the public."

It is also said that unless somebody is prepared to advance some money, the railway could not be restarted. The Government of West Bengal have undertaken to advance the necessary amount to start the railway. I hope the House will accept the Bill without any substantial alterations.

There is a motion which seeks to refer the Bill to a Select Committee. I hope, it will not be pressed. As I have already explained the clauses of the Bill have already been scrutinised in another connection by the House. Secondly, we have to enact this measure at the latest by the 20th of September, because the Ordinance has to become law within six weeks of the beginning of the session. This is not a case in which we can afford to have an interregnum. A new management has been put in charge. It has begun and a single day's interregnum will mean a great deal of legal and other complications. Therefore, I hope my hon. friends will not press the motion for reference to Select Committee.

As regards the other amendments we will consider them, but I hope not many amendments will be found necessary.

Mr. Chairman: Motion moved:

> "That the Bill to make provision for the proper management and administration of railway companies in certain special cases, be taken into consideration."

Shri A. C. Guha: I think on about a dozen occasions, if not more, I have referred in this House to the condition of the Baraset-Basirhat Light Railway. Even the other day when the discussion on the Companies (Amendment) Bill was in progress, I referred to this railway. For the last two years or more, I have been keeping the hon. Shri Santhanam, through private communications and discussions, informed of the condition of this railway. The Government have been giving practically no attention to this thing till it has come to a crisis. At first the Government's idea was that this Railway is worth nothing and should be scrapped. That was what the hon.

Minister told me after his personal inspection of that Railway. And the Government decision was that there should be only motor connection between Calcutta and that area. I would like to remind this House that this Railway connects Calcutta up to the border of Pakistan. Moreover, this Railway carries quite a large quantity of the daily necessities of the people of Calcutta *e.g.*, fresh vegetables, fish etc. There has been a large concentration of East Bengal refugees along this line. If this Railway had been functioning properly, it would have helped the refugees being settled and colonised in suitable colonies along this Railway.

Perhaps the House has not forgotten that about two years ago there was a raid by the Communists and after raiding four or five places near about this line the raiders went into East Bengal and I think many of them have not been arrested as yet. So this Railway is not merely a small, narrow, light railway, privately owned, but it has some strategic importance also. It has some importance from the point of view of supply of articles of daily consumption for the Calcutta people. And it has some importance also from the point of view of the rehabilitation of the refugees. Yet the Government have been neglecting this thing till there has been a strike going on for four months resulting in the total stoppage of the entire railway service.

This one Railway is only typical of many other Railways like this. As far as I have been able to collect, there are about sixteen or seventeen Railways owned by private persons. They are the Barsi Light Railway, the Shahdra (Delhi)-Saharanpur Light Railway, the Arrah-Sasaram Light Railway, the Baraset-Basirhat Light Railway, the Bukhtiarpur-Bihar Light Railway, the Dehri-Rohtas Light Railway, the Howrah-Amta Light Railway, the Howrah-Sheakhala Light Railway, the Jagadhri Light Railway, the Tezpore-Balipara Light Railway, the famous T. B. Railway—about which my hon. friend Mr. Rohini Kumar Chaudhuri has several times told the House—, the Bengal Provincial Railway, the Burdwan-Katwa Railway, the Futwah-Islampur Railway, the Kalighat-Falta Railway, the Ahmadpur-Katwa Railway and the Bankura-Damodar River Railway. So, in all, there are about sixteen or seventeen Railways which are owned by private persons or private companies. And this is in spite of the fact that under item 22 of the Union List all Railways should be under the Union Government.

Most of these Railways are receiving some sort of subsidy from some local bodies, for instance from District Boards. I have not been able to collect this information about all the Railways. But out of ten, of which I have information, I think at least seven are getting subsidy from District Boards and local bodies. These Railways cater to about one crore of passengers every year and handle about one crore tons of goods every year. Their net earning, after deducting the working expenses etc. from their gross earning, every year has been to the tune of about Rs. 50 lakhs—I mean the combined earning of all these Railways. I think the maximum was Rs. 85 lakhs in 1943-44 but in every year it was about 40, 50 or 60 lakhs and the last figure we have for 1948-49 was Rs. 49,94,072, *i.e.* about Rs. 50 lakhs. It would not be correct to say that these Railways are not a paying concern.

Then the argument that has been put forward by the hon. Minister for not taking over this Railway by Government itself, will convince no Member of this House. I have travelled by this Baraset-Basirhat Light Railway several times. I know that if the Government want, they can have sufficient space to build the broad-gauge track. I cannot understand why if the road is taken over by the Central Government, the Bengal Government would have to build a separate road, of their own. That road has been the only means of communication between Calcutta and these areas and whether it is owned by the Central Government or by the Bengal Government, I cannot understand what difference it would make.

Shri Santhanam: Probably it may be useful to expand but the entire road will be occupied by the broad gauge railway, so that there will be no space for any supplementary traffic. That is the main reason.

Shri A. C. Guha: To this argument, I would say that this railway track can be expanded on the other side. Just along the railway line on one side there is the road. On the other side there is enough space where the railway track can be expanded and turned into a broad gauge railway. The mileage of these railways would total about 52 or 53 miles out of which there is a broad gauge connection for about 14 miles up to Baraset; and so it is a question of building a broad gauge railway for about 30 miles and I can assure the House that there is enough space to construct a broad gauge line. Therefore, I do not understand why the Government have come forward with this Bill.

[Shri A. C. Guha]

I would call this Bill a retrograde one. As regards the provisions of the Bill, I am not clear what the Government intends to do. These people have been mismanaging these Railways and we are handing over these Railways to other private individuals. It is not that the Government of Bengal is going to run this Railway themselves. They would simply hand it over to some other managing agent and the Bengal Government has to advance some money. Why, I cannot understand, should the Government be so generous as to accommodate private individuals to run the business and get the managing agency commission and allowances and at the same time the Government wont advance the money for them. I think this is nothing short of squandering the public exchequer and the House should not pass such a provision.

Then in clause 5 (2) it is stated as follows:

> "The directors may, with the previous sanction of the Central Government, cancel or vary, either unconditionally or subject to such conditions as they think fit to impose, any contract or agreement entered into between the railway company and any other person at any time before the issue of the notified order under section 3, if the directors are satisfied that such contract or agreement is detrimental to the interests of the railway company."

For some time, I have noticed in many fields the Government have been developing a knack of revoking contracts. I cannot understand why a contract entered into by a private individual with the Railway should be revoked, or cancelled unconditionally by the new management and the private individual is to be penalized for the misdeeds of the last managing agents; why another private party is given this license? I can surely support the Government if they come forward with a provision that they would take over the entire management and then the Government would be entitled to cancel any previous contract that the Railways might have entered into with any private individual. But, I cannot understand why any other set of private persons is being given this privilege. This House should not allow the sanctity of contracts to be violated in such a frivolous way.

Then we are passing this Bill; the Central Government is sponsoring this Bill. What will be the result? The Central Government will delegate all these powers and this House will have nothing to say about the after-effects of this law. Practically, every power, except under one or two sections, regarding taking over of Railways from the private parties, will be handed over to some State Government and they will again delegate it to some private individuals. This House will have no authority to see what would be happening as sequence to an enactment passed by this House. After having taken over the management and set things right, there is a provision in this Bill to the effect that Government may hand over the management again to the old managing agency or authority who once bungled everything. That means putting a premium on inefficiency and private exploitation. In view of the fact that there are about 16 or 17 Railways now being operated by private individuals, catering to the needs of about one crore of people and earning Rs. 50 lakhs a year, I beg of this House and the Government that they should change this Bill radically and submit that this House should not allow such provisions to be passed in a light-hearted manner.

Shall I move my amendment for referring the Bill to a Select Committee?

Mr. Chairman: Of course.

Shri A. C. Guha: I beg to move:

> "That the Bill be referred to a Select Committee consisting of Shri M. Ananthasayanam Ayyangar, the hon. Shri N. Gopalaswami Ayyangar, the hon. Shri K. Santhanam, Pandit Thakur Das Bhargava, Shri R. K. Sidhva, Shri Upendra Nath Barman, Shri Rohini Kumar Chaudhuri, Shri Jaspat Roy Kapoor, Dr. Ram Subhag Singh, Prof. K. T. Shah, Pandit Hirday Nath Kunzru,.....

Dr. M. M. Das (West Bengal): On a point of order, Sir, the hon. Member was allowed to speak; not to move his amendment.

Mr. Chairman: The hon. Member has the right to move the amendment standing in his name.

> **Shri A. C. Guha:** .....Shri Nandkishore Das, Shri Chandrika Ram, Prof. Shibbanlal Saksena, Shri Gokulbhai Daulatram Bhatt, Dr. P. S. Deshmukh, Shri S. C. Samanta, Shri Jnani Ram, Shri B. K. P. Sinha, Dr. M. M. Das, Shri Shiv Charan Lal and the Mover, with instructions to report by the 15th September."

The hon. Minister has said that there will not be sufficient time to refer the Bill to the Select Committee. The House is aware, Sir, only the other day, the Indian Companies (Amendment) Bill, which also sought to ratify another Ordinance, has been referred to the Select Committee and it is going to be passed after the report of the Select Committee has been received. I do not think there will be any difficulty in finding sufficient time to refer this Bill to the Select Committee. This Bill has to be radically changed before this House could be requested to accept this Bill. If the Government would press that this Bill should be passed in this form, I would rather like that the House should reject this Bill *in toto* than pass it as it is presented.

Mr. Chairman: Amendment moved:

"That the Bill be referred to a Select Committee consisting of Shri M. Ananthasayanam Ayyangar, the hon. Shri N. Gopalaswami Ayyangar, the hon. Shri K. Santhanam, Pandit Thakur Das Bhargava, Shri R. K. Sidhva, Shri Upendra Nath Barman, Shri Rohini Kumar Chaudhuri, Shri Jaspat Roy Kapoor, Dr. Ram Subhag Singh, Prof. K. T. Shah, Pandit Hirday Nath Kunzru, Shri Nandkishore Das, Shri Chandrika Ram, Prof. Shibban Lal Saksena, Shri Gokulbhai Daulatram Bhatt, Dr. P. S. Deshmukh, Shri S. C. Samanta, Shri Jnani Ram, Shri B. K. P. Sinha, Dr. M. M. Das, Shri Shiv Charan Lal, and the Mover with instructions to report by the 15th September."

Shri Sidhva: I welcome this Bill. In fact it is over-due. My hon. friend Shri Guha mentioned the case of the Baraset-Basirhat Light Railway. Well, I have not got any experience of that particular light railway, but I have very sad experience of other light railways and I can say that they are in a most miserable condition. Next door to our city, Sir, there is the Shahdra-Saharanpur Light Railway and I can say that it is not a railway but a ramshackle tramways. We know how badly this railway is being run. There are a number of accidents occurring in this line and I had to put questions on the floor of this House on this matter. There are no crossings where there should be some. And where there are crossings, no proper gates are provided. And in reply to interpellations the hon. Minister had to admit that there are such frequent accidents. And at one stage this Railway was asked to appoint an Advisory Committee. But two years have passed by and still no such Committee has been appointed.

There are other light railways in our country and as a general rule, they are not run satisfactorily. The carriages are crowded. There are no proper doors or windows and if we allow these companies to continue to manage these railway lines in this manner, I must say that we would not be doing justice to the travelling public. Here I must say that I am not in agreement with my hon. friend Shri Guha and I would not like Government to buy these lines, paying huge sums to the companies and also something more by way of the goodwill. They will ask for the goodwill and...

Shri A. C. Guha: Why should they demand payment for any goodwill?

Shri Sidhva: Because you yourself said that they carry so many crores of passengers and so the company is sure to ask for payment for goodwill.

Shri Bhatt (Bombay): But at the end of 1952, according to the agreement, you can purchase it all.

Shri R. K. Chaudhuri (Assam): On a point of information, may I know whether according to the terms of the contract, it is necessary to pay for any goodwill?

Shri Santhanam: Each contract contains the terms of purchase and generally the cost includes the capital invested, plus twenty per cent. or the purchase price is based on the three years' average profits plus twenty per cent. or so for the goodwill.

Shri Shiv Charan Lal (Uttar Pradesh): May I know whether by 1952, the contract for this particular Light Railway finishes or comes to an end?

Shri Santhanam: Even in 1952 this contract will not finish. The right to purchase it is there vested in the District Board and if the Board does not exercise that right, then the company will continue running this line.

Shri Sidhva: Yes. Shri Gokulbhai Bhatt does not know the terms. He must study them. I say that these lines are in a wretched condition and if Government goes and buys them they will fall into a ditch without giving any benefit to the public.

Therefore, I say that this measure is the right type of measure and the hon.

[Shri Sidhva]

Minister in introducing it has stated that it nas been drawn up on the lines in which the measures for the Sholapur Mills were drawn up. Hon. Members will remember in what a bad mess these Mills were. Government appointed directors. The shareholders had suffered and the country at large too had suffered because the mills had to be closed for some months and there was fall in production of cloth. But now we know that it is in first class condition and is earning good profit and bringing good dividends to the shareholders and it is hoped to expand the mills still further. Therefore I say, this measure now brought forward to deal with this light railway is also a good measure. The managements of these railways must be told

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that they will be checked properly. Therefore Government have rightly brought this measure to check them and if they behave badly to ask them to get out from the managing agency. Government will then appoint managing directors. Should not the House welcome such a measure?

The Sholapur Mills people went not only to the High Court but also to the Supreme Court to see that the Act was nullified on the ground that the Government had taken away crores worth of property of the Sholapur Mills without paying compensation. The Government fought the case hard and fortunately the Supreme Court gave a favourable decision. Government do not want to purchase these railways under this Bill. They only want to see that they work properly and give better facilities to the travelling public. (*Interruption*). They might nominate the directors on the lines of the Sholapur Mills. The Government of Bengal might nominate them but they should see that they appoint the right type of directors. The directors of the Sholapur Mills are the right type of people—honest men whose integrity cannot be questioned. If the Government of Bengal take care to appoint such directors and Chairman the company will flourish. If the financial condition of the company is such that they could not improve conditions they must be made to do so. It is a public utility concern. I do not know what will be the value of the railways if they are taken up though I am in favour of nationalisation. It is a wretched thing to be taken over by Government paying twenty per cent. for goodwill and also some portion of the profit under the agreement. I appeal to my friend Mr. Guha not to press for the Bill being sent to Select Committee. This is after all a copy of the Act relating to the Sholapur Mills. Though there is sufficient time to send it to the Select Committee there is no use in doing it, as the House had already approved of the principle underlying it in regard to the Sholapur Mills Act.

Shri A. C. Guha: Public utility service and cotton mills are not the same.

Shri Sidhva: The purpose of both is the same.

Shri A. C. Guha: How can you say that the House has approved of the principle?

Shri Sidhva: The principle of this Bill is identical with that of the Sholapur Mills Act.

Shri R. K. Chaudhuri: How can it be identical? One moves on wheels and the other works on looms.

Shri Sidhva: That is how you may argue. I am one with Mr. Guha in deprecating the whole system but I do not support him in the sense that this should be taken over by Government. Once you take the step with regard to this railway others will become alert. Today they feel that there is no control over them and therefore there is mismanagement. No sooner the control of the railway comes into the hands of the Government the managing agents will immediately become vigilant and improve their finances and management. If Government find that it is not a paying concern they will wind it up. Only if there is necessity will Government interfere. They will also consider the question whether a railway or bus service in that event is what is required. Some of these railways are making money.

Shri Sondhi (Punjab): I would like to know whether we cannot deal with the situation under the new company law amending Bill.

Shri Sidhva: I was not in the Select Committee, nor have I so far read the report of the Select Committee on the Companies Bill. But whatever it may be, I think this Bill stands on its own merits; this is a railway concern—anyhow it is a question for the Government to consider, it is not for me. As far as the present Bill is concerned, I consider it is a well-thought-out measure which will be for the benefit of the travelling public and I therefore support it. I hope my friend will waive his objection to sending it to the

Select Committee. If he has any amendment to move, I shall be with him to the extent consistent with the remarks that I have made that I shall not be in favour of taking over of this concern by the Government.

With these words, I support the First Reading of the Bill.

Dr. M. M. Das: I am very sorry I am not able to support the motion moved by my hon. friend from West Bengal, Shri Guha for referring the Bill to a Select Committee. After all this is a temporary measure adopted by the Government for tiding over the difficulties which have beset a particular Railway in the State of West Bengal. The Bill seeks to replace an Ordinance, as stated by the hon. Minister in charge, the Railway Companies (Emergency Provisions) Ordinance which was promulgated on the 14th July last. That Ordinance was promulgated exactly three months after a labour strike broke out in the Baraset-Basirhat Railway which resulted in a complete suspension of all the activities of this Railway. As it was a strictly local matter confined within practically one district, the Central Government did not think it sufficiently important to take action in the matter. Railways being a Central subject not in the domain of the State Government, the West Bengal Government did not think it proper to interfere in the matter. But when the strike continued for weeks together causing great disadvantage, suffering and hardships to the local people and dislocating trade and industry, pressure of public opinion compelled the West Bengal Government to take a more serious view of the situation and ultimately the West Bengal Government convinced the Centre of the desirability of taking some steps in this matter. The result has been the promulgation of the Ordinance and subsequently the introduction of this Bill into Parliament for replacement of that Ordinance.

There is, as stated by Mr. Guha, a large number of these railways scattered all over the country, managed by private parties. In West Bengal alone there are at least seven or eight such light railways managed by private parties. In most cases they are independent, small units extending over less than 100 miles. For some reason or other, during recent years many of these railways have come into disrepute for failing to manage their affairs efficiently. If newspaper reports are to be relied upon, the T.B. Railway of Assam is going to be taken over very soon by the Centre. At least that is the news that I get from the papers. One of the most important reasons why these small companies fail to run the administration efficiently is the growing discontent among the employees of these railways, who feel that by the concern being taken over by the Government they will become full-fledged Government servants. With this objective looming before them, they make a deliberate attempt to sabotage the administration in order that a case may be made for the management being taken over by Government. We cannot deny the fact that the employees are neglected and are not looked after properly by the company. Under these circumstances, three courses are open to Government: (i) Complete nationalisation; (ii) Authorisation of the State Government to buy this concern and run it as a State enterprise; (iii) Temporary taking over of the administration by Government till conditions improve, and when conditions improve handing the concern back to the old directors or managing agents or new managing agents created by the shareholders. In this case, Government have followed the third course. I believe that this measure may prove sufficient for tiding over the difficulties as in the case of the Baraset-Basirhat Railway in West Bengal or the T.B. Railway in Assam. But it can never be the ultimate solution of this problem. Government may succeed in this particular case by taking over the management-and utilising the immunities and safeguards which have been mentioned by my hon. friend Mr. Guha, *viz.* cancelling of old contracts etc., and thus trying to improve the condition of this railway, but where is the guarantee that the railway will not again deteriorate when it goes back to the old managing agents or directors? The only permanent solution lies in complete nationalisation by the Central Government, or by the State Government if permitted by the Central Government. I do not understand the reason why the Central Government was reluctant to take over this railway. Rs. 480 crores have been earmarked by the Planning Commission for the rehabilitation and improvement of the railways and this amount is to be spent in the coming five years.

Shri Sidhva: Not on these wretched things.

Dr. M. M. Das: But the wretched thing can be converted into a good

[Dr. M. M. Das]

thing. Do you not think that everything that Government wants to completely nationalise will be a profitable concern? I submit that the policy of the Central Government should be revised and the recommendations of the Planning Commission should be followed in regard to these light railways. In the case of the Baraset-Basirhat Light Railway it took more than three months for Government to arrive at a decision. The hardship to the local public by being deprived of cheap means of transport can easily be imagined. As I understood the hon. Minister, Government did not nationalise this concern because it was not a profitable one. If railways are considered to be only commercial organisations set up for increasing Government revenues,—if profit is the only yardstick for measuring the success or otherwise of the railways,—then God help this welfare State. A portion of the Darjeeling-Himalayan Railway was damaged by landslides. This has been abandoned by Government because it was not considered profitable to repair that portion. I submit that profit is not and cannot be the sole criterion of success of railway administration. There are far more important and serious considerations than profit.

I beg to draw the attention of this House to another very important matter. Provision has been made in this Bill for delegating the powers to the State Government.

Mr. Chairman: May I know if the hon. Member is likely to take a long time.

Dr. M. M. Das: I shall conclude in a minute or two.

Accordingly in the case of the Baraset-Basirhat Railway the Central Government has delegated its powers to the Government of West Bengal, retaining to itself the overall control. To quote the language of the Bill: "this delegation of powers is subject to certain exceptions, restrictions and limitations as the Central Government may by notified order specify." This dual control, this divided responsibility, I submit, will not be able to achieve the desired objects. If the Central Government is of opinion that the problem being a local one, the State Government would be in a better position to handle the situation, then unfettered and absolute freedom and authority should be given to the State Government for managing the affairs of the Railway—an authority which will not be chequered by 'exception, restriction and limitation.'

श्री भट्ट: सभापति जी, इस बैठक को खत्म करने से पहले मैं माननीय मंत्री जी से पूछना चाहता हूं कि जो वैस्ट बंगाल गवर्नमेंट (West Bengal Government) ने जांच करवाई है उस की रिपोर्ट (Report) हम को पढ़ने के लिये मिल सकेगी या नहीं, या लायब्रेरी में उस की कोई प्रतियां रहेंगी ?

[**Shri Bhatt:** Before the meeting is adjourned I would like to know from the hon. Minister whether or not we can have a copy of the report of the inquiry conducted by the West Bengal Government or if its copies would be placed in the Library?]

Shri Santhanam: I have given the substance of the report. I do not know if that Committee submitted any regular report, or merely formulated its conclusions. I shall enquire. I do not know if I shall be able to circulate the report.

Mr. Chairman: A few copies may be placed in the Library, or circulated to Members who want it.

Shri Santhanam: If it is available I will. But I am not sure whether they submitted a formal report, because the Chief Minister presided over the Committee and they would have come to some conclusions.

Mr. Chairman: If there is no report then it is a different matter.

The House stands adjourned till 8-30 A.M. tomorrow.

The House then adjourned till Half Past Eight of the Clock on Tuesday, the 4th September, 1951.